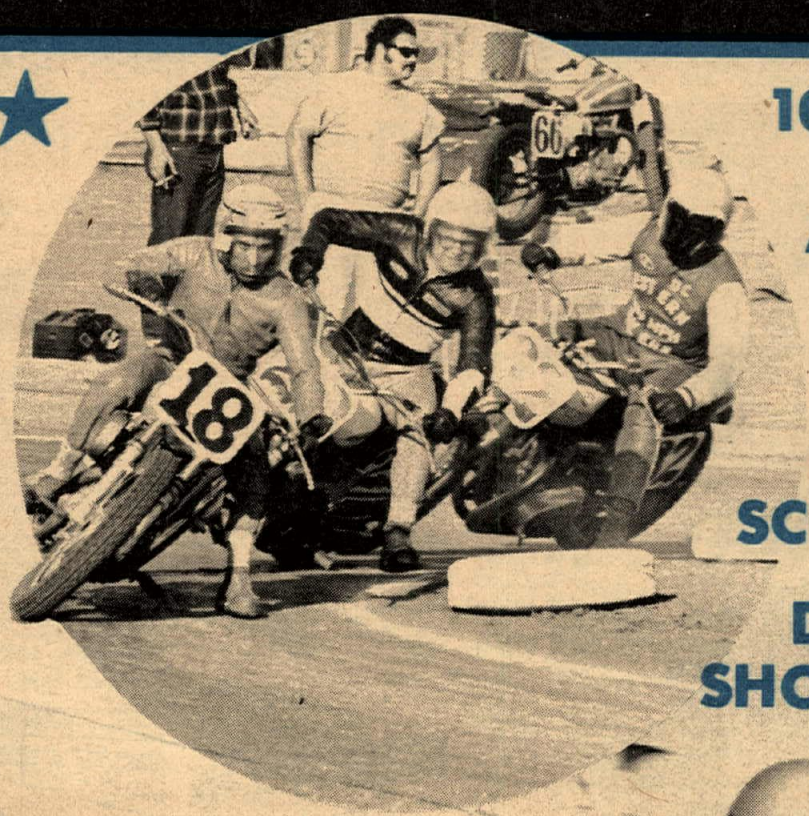
VOLUME VI NUMBER 9

March 18, 1969

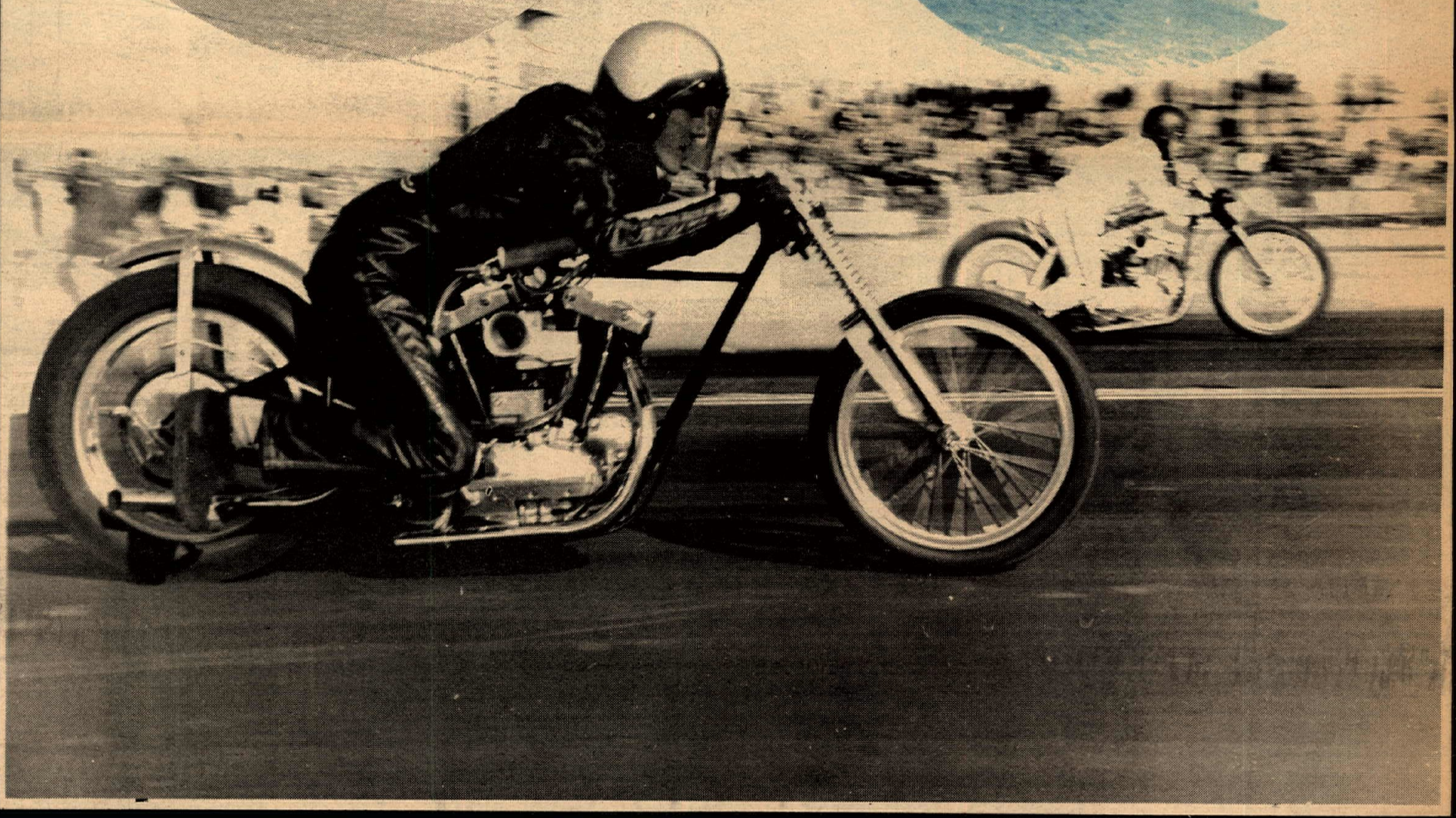
CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

WEST 25¢



100 LAPS OF ASCOT ★ WET & WILD SCRAMBLES ★ DRAG SHOWDOWN



COVER PHOTOS: Upper left photo by Dennis Greene shows a glimpse of the action at Ascot 100-lap TT, with Mert Lawwill preceding Dan Haaby and Dusty Coppage. At right is a taste of the competition in the Salinas, Calif. Wet Scrambles, photo by Dale Ivan. Across the bottom, a pair of the spectacular fuel dragsters blasting off at Bakersfield. Photo by Dan Zeman.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc. Pits close 7:30 p.m.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Info: (213) 424-0961.

FIRST SUNDAY OF EVERY MONTH

MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: Phone 71-339, Hwy 11, Rancho Mirage, Cal.

HARE SCRAMBLES by Americans M.C., limed from Hi-Vista Store, just north of Ponderosa, Cal., race at noon.

HARE SCRAMBLES, 3-15 mile loops. Limed from High Vista Store, High Vista, Calif.

MINICYCLE & GO KART RACES – Huntington Beach, Calif. Cycle Park. Info: 842-2111. No bikes on Sun. April 6.

3rd SUNDAY OF EVERY MONTH

MOTO-CROSS races at Deadman's Point, Apple Valley, Cal. by the Hi-Desert Racing Assoc. All classes, free entry. Prac. 8:30 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

DAYTONA SPEED WEEK

March 10 to 16

MON: Registration and practice, amateur and expert.
TUES: Reg. & prac., all classes.
WED: Prac. & Sportsman Road Race.
WED. NIGHT: Short-track, novices only.
THURS: Prac. only, plus enduro. Also qualifying time trials at speedway.
FRI: Qualifying time trials & heat races for novices and 250cc combined. 100-mile amateur race.
FRI. NIGHT: Short track, amateur and expert only.
SATURDAY: 76-mile novice race. 100-mile amateur-expert race.
SATURDAY NIGHT: Short track, amateur & expert only.
SUNDAY: 200-miler, experts only.

SATURDAY, MARCH 15th

SCMA ST. PATS DAY PARTY. Amvets Lodge, 1002 E. Artesia Blvd., Long Beach, Cal. 8 p.m. Donationa: $1.00 per couple, sgl. 50¢. Info: (213) 429-3557.

SUNDAY, MARCH 16th

TT SCRAMBLES at Adelanto, Cal., by the Desert Phantom M.C. on Hwy 395. Dist. 37 points. Small bikes 9 a.m., big bikes and sidehacks 1 p.m. Info: (714) 246-7551.

ACA MOTO-CROSS, Saddleback Park, Orange Cty. 100cc thru Open sportsman, 125cc, 250cc, 500cc expert. Pits open 8 a.m., close 9:30, race 11:30. Info: (714) 528-4290.

FOUR ACES TT SCRAMBLES at Somis Speed Sport (formerly Bay Mare) AMA sanc. Prac. 8 a.m., start 9 a.m. Info: (213) 845-2788.

HARE SCRAMBLES by Prospectors M.C. Dist. 37 pt. 10 a.m. start. 3-25 mi. loops for dist. approved Mojave Hospital Fund. limed from California City Golf Course near Mojave. Start 10 a.m.

T.T. SCRAMBLES. All classes. Huntington Beach, Calif. Cycle Park. Sign up closes 10 a.m. Practice begins 9 a.m. Info: 842-2111.

ENGLISH TRIALS by the Southern Calif. Trials Assoc., at Oak Glen, Cal. Limed from the Red Barn Dinner House on Oak Glen Rd., approx. 15 miles North of Beaumont. Don't take Oak Glen Rd from Yucipa end, due to a washed out bridge. Sign up at 9:30 Trials start 10:30. Info: (213) 865-3991. Mufflers and spark arresters mandatory.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box [illegible] Huntington Beach, Cal. 92647. CANCELLED

TT SCRAMBLES by C.M.C. Carlsbad Raceway. Class C traction preferred. Info: (714) 539-3328.

TT RACE by the Mesa M.C. at Southbay Speedway on Otay Mesa, Cal. Previously known as Mesa Speedway, adjacent to Brown Field Airport.

POKER RUN Santa Maria Saddlelites M.C. 408 A-W El Camino St. Sign up 10-11 a.m. County Fairgrounds. All size machines.

TT SCRAMBLES by The Four Aces at Perris Valley Raceway. Limed from Perris. Class C Traction, AMA Dist. 37 Points. Practice: Small M/C 8 a.m., big 12 p.m. Info: (213) 845-6788.

POKER RUN at Napa Cal. by Napa M.C. at Napa Fairgrounds, Burnell St. Gate. Sign-up, 9 to 11:30 a.m. AMA sanc.

12th ANNUAL POKER RUN by Hi-Way Kings M.C. Start 8 a.m. to 9:30 a.m. Deadline 2:30 p.m. AMA sanc. Start at Long Beach Harley-Davidson, 3654 Long Beach Blvd., Long Beach, Cal.

WEDNESDAY, MARCH 19th DIST. 37

SCRAMBLES REFEREES MEETING. Poplar Street Playground. Please attend and complete scrambles check list.

SUNDAY, MARCH 23rd

TERRAPINS 3rd ANNUAL EGG HUNT, AMA, RRA point run. Start 929 India St. San Diego, Calif. Sign in 9-10 a.m. Info: (714) 281-2150 or (213) 835-0778.

RIDING SCHOOL S.C.T.A. Sanct. Saddleback Park, Orange, Cal. (714) 639-5832 for info.

MINI-BIKE RACES Saddleback Sanct. Saddleback Park, Orange, Cal. Info: (714) 639-5832.

FIELD MEET & POKER RUN COMBO by Chico M.C., 363 E 1st Ave., Chico, Calif. Black Butte (west of Orland).

MOTO-CROSS SCRAMBLES–$1500 cash purse. At Spokane, Wash. Interstate Fairgrounds. Info: (509) 535-3679.

AFM NATIONAL POINTS ROADRACE at Vacca Valley Raceway, Vaccaville, Cal. Info: (415) 588-6526.

SCRAMBLES by the Sinners M.C. at Perris Track. Small bikes morning, big bikes noon.

HARE SCRAMBLES by The Invaders M.C., Dist. 37 points. Sidehacks welcomed, 10 a.m. start. Limed from Red Rock Canyon on Hwy. 14. Info: (213) 254-1306.

2nd ANNUAL SAUCER RUN HARE SCRAMBLES by the Invaders M.C. at 10 a.m., limed from Red Rock Canyon, hwy. 14, 20 miles north of Mojave Desert. Dist. 37 point run.

3rd ANNUAL EGG HUNT by the Terrapins M.C. Start from S.D. Harley-Davidson Co., 929 India St., San Diego, Cal. AMA sanc. Sign in 9 to 10 a.m. Info: (213) 835-0778.

CHARITY RUN for needy children by Freedom Riders M.C. Start Long Beach Honda, 11747 E. Carson, Lakewood, Cal. Donation includes coffee & donuts at start, meal at finish, $2.50, children $1.50. Sign in 8-10 a.m. Info: (213) 429-3557.

3rd ANNUAL GOLDEN EAGLES EGG HUNT – at the International Moto-Cross course, Dallas, Texas Hwy 175 at Burton Rd. 7 classes–something for everyone–AMA sanc. Info: (214) 358-5577 (Dallas).

TUESDAY, MARCH 25th

MOTORCYCLE RACERS, INC. GENERAL MEMBERSHIP MEETING, 5250 W. Imperial Hwy., L.A. (just west of San Diego Fwy.) 8:30 p.m. Election of officers, discussion of 1969 A.M.A. Rules, new season.

SAT. & SUN., MAR. 29 & 30th

8th ANNUAL YUMA PRISON RUN by Norwalk Centaurs M.C., 12630 Whittier Blvd. Info: (714) 298-4498.

GRAND PRIX SCRAMBLES by the Viewfinders M.C. and the Stunt Men's Assoc. at Westlake, Cal., AMA sanc. Entries close Mar. 25, $8. Viewfinders M.C., 6333 Woodman Ave., Suite A, Van Nuys, Calif.

Sidehacks Sat. and Sun.; gates open 6 a.m. both days.

SUNDAY, MARCH 30

11th ANNUAL ANGELS' FLIGHT by the Lost Angels M.C. Limed from Hi-Vista Store. Dist. 37 desert points. 10 a.m. start. Large rock party Sat. night. Info: 768-1058.

ENGLISH TRIALS S.C.T.A. sanct. Saddleback Park, Orange Cty. Cal. Info: (714) 639-5832.

95 MILE ENDURO NATL. CHAMPIONSHIP by South Jersey Enduro Riders, Mt. Ephriam, N.J.

ACA NAT. POINTS ROAD RACE Willow Springs Raceway, Rosamond, Calif. All prod. & G.P. classes. Pit open 8 a.m., 1st race 11:30. Info: (714) 528-4290.

MOTO-CROSS at the Santa Maria Speedway, sponsored by Lompoc Slo-Pokes M.C. AMA sanc., limed from the Bakersfield turn-off.

WED.–SUN., APRIL 2–6

CYCLE '69 annual cycle show at Brooks Hall, San Francisco, Cal. Info: International Sport Cycle Expositions, P.O. Box 5945, San Francisco, Cal., 94101.

THURS.–SUN., APRIL 3–6

WESTERN NATIONALS show at the Great Western Exhibit Hall, Los Angeles by the National Custom Car Club Assn., Canoga Park, Cal.

SUNDAY, APRIL 6th

CHAMPIONSHIP CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington 98611.

MOTO-CROSS by C.M.C. at Saddleback Park, Orange, Cal. Info: (714) 539-3328, after 6 p.m.

RIDING SCHOOL S.C.T.A. sanct. Saddleback Park, Orange Cal. Info: (714) 639-5832.

SUN., APR. 6, MAY 4, JUNE 1

SPECIAL CMC MOTO-CROSS SERIES at Saddleback Park.

SUN., APR. 13, MAY 11, JUNE 15

SPECIAL CMC MOTO-CROSS SERIES at Carlsbad.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

Goodyear photo

SUNDAY, APRIL 13th

CMC MOTO-CROSS races at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

TT SCRAMBLES by Scramblers M.C. at Adelanto track on Hwy. 395. Dist. 37 points. Lightweights at 9 a.m. and heavyweight at 1 p.m. Info: (805) 497-2060.

MOTO-CROSS by Trail-Trotters. Bill Little, Club Secretary, P.O. Box 414, Coalinga, Calif. for info.

MOTO-CROSS Golden State Series, CMC Points. Carlsbad, Calif. Info: C.M.C., P.O. Box 1334, Huntington Beach, Calif. 92647. (714) 539-3328.

MINI BIKES RACES Saddleback Sanct. Saddleback Park, Cal. Info: (714) 639-5832.

EUROPEAN MOTO-CROSS by Trail Trotters M.C. Limed to Coalinga, Calif. from all main roads. AMA sanct. Dist. 35 points. Info: (209) 935-1757 Bill Little.

MONDAY, APRIL 14th

DIST. 36 REFEREE'S MEETING 8 p.m. Hayward M.C., 3800 Depot Rd., Hayward, Calif.

SUNDAY, APRIL 20

100 MILE ENDURO NATIONAL by Bristol Twins M.C., Bristol, Va.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

6th ANNUAL '49er ENDURO by Polka Dots M.C. of Sacramento, Cal. Start and finish in Forest Hill, first rider out 8 a.m. Polka Dots M.C., 86 Malone Ct., Sacramento, Calif. 95820. Info: (916) 451-1345 or 957-0993.

TT RACES, Class C, $600 purse, at Oregon Sidewinders M.C. track, near Portland. 1 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 (days).

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

ENDURO at Forest Hill. Expert "A" & novice "B" classes. Polka Dots M.C., Sacramento. Info: 451-1845.

AMA PRO HALF MILE DIRT TRACK races. Warmups noon, 1st race 2:15. Purse $1200. San Jose Cty. Fairgrounds, 344 Tulley Rd.

MOTO-CROSS A.C.A. sanct. Saddleback Park, Orange Cty., Calif. Info: (714) 639-5832.

THURS. thru SUN., APRIL 24-27th

CYCLE WORLD MOTORCYCLE SHOW at Los Angeles Sports Arena. Stockers and kustoms of all descriptions including the indescribable. Say hello and get discount discriptions at the Cycle News booth.

SAT. & SUN., APRIL 26 & 27th

Southern California Trials Association Two-day English Trials, Big Bear Lake, Calif. People interested in scorekeeping contact Dave Evans (213) 865-3991.

SUNDAY, APRIL 27

90 MILE ENDURO NATIONAL CHAMPIONSHIP by Tompkins County M.C., Newfield, N.Y.

EUROPEAN SCRAMBLES by Cycliers M.C. of Bakersfield, Cal. Limed from Bakersfield Speedway (No. Chester Ave.) Info: Jack Beson (805) 832-0506.

TT RACES, Class C, $600 purse, at Oregon Sidewinders M.C. track, near Portland. 1 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045, 632-3857 (after 7 p.m.) or 234-7388 (days).

SCRAMBLES, Saddleback Park sanct. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

TEAM SCRAMBLES by the Hi-Boots M.C. at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd. Signs & lime from there. Race on moto-cross course. Info: 4140 Acacia Ave., Bonita, Cal. 92002.

SUNDAY, MAY 4th

TT RACES, Class C, $600 purse, at Oregon Sidewinders M.C. track, near Portland. 1 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Oregon 97045, 632-3857 (after 7) or 234-7388 (days).

Cycle News Survey

PENTON, OTHER AMA "OUTLAWS" REINSTATED

The American Motorcycle Association has restored membership in good standing to John Penton of Amherst, Ohio and others who were suspended recently as a result of participating in or promoting moto-cross events outside of the AMA.

In addition the Amherst Meadowlarks Motorcycle Club has had its charter renewed by the AMA.

The rule permitting suspension of AMA members who advance the cause of motorcycling outside the AMA will be reviewed at the 1969 meeting of the AMA Competition Congress in October and, hopefully, it will be voted out of the rulebook.

Oh woe! 500 People And No Race

Don & Ray's moto-cross in Lancaster, Calif. March 2nd was postponed for reasons beyond their control. They notified Cycle News to cancel the ad they had ordered for the race, but somehow the newspaper forgot to print "CANCELLED" across the race listing in the Calendar. 500 people went looking for a race that wasn't there, and to them we apologize. Trust us to have the new date right, when it is announced. Cycle News' new Calendar editor Ray Mendez suggests you call the number in the ad if there's reason to suspect the event may be cancelled.

Bassey'd Like To Hear From Friends

Jim Bassey, famous for his scrambles and TT exploits in Southern California is in the Baptist Memorial Hospital, 5800 N.W. Grand Blvd., Oklahoma City, Okla. He suffered a heart attack while traveling for U.S. Suzuki Co. and will be there for a couple of weeks after you read this.

L.A. Supervisor For Cycle Parks

Los Angeles County Supervisors instructed the County Real Estate Management and Parks and Recreation Departments to survey county or federally owned property which might be suitable for motorcycle trails, hills and races. "Our office is being flooded with complaints," said one supervisor. Two others said they would like to send many riders from their areas to any speedway they discover. Now is when L.A. county enthusiasts should make their needs and desires as regards to riding grounds known to the County. More motorcycles are in Los Angeles County than in the second largest state.

Polka Dots Emulate Checkers

In the fifteen years or so since the Polka Dots M.C. was started on a levee bank in North Sacramento, Calif. they've become famous for their pride and organization of cooperation, which they proudly admit was copied from the Checkers M.C. of Southern Cal. They don't let their members ride events the club promotes, although district rules permit it. In fact it's mandatory that every club member work on the event. The entire club benefits, so everybody works. They say the saying that makes them proudest is, "Those damn Polka-Dots are here again."

Chicos Are A Busy New Club

The Chico M.C. (Chico, Calif.) is less than a year old, but already boasts 32 members. They've organized a very successful field meet with over 200 attending, a poker run, a snow run and a Valentines Party. Their next event will be a combination poker run-field meet on March 23 (see Calendar of Events). The club has one goal in mind, according to member Steve Byers, and that is "at all times to improve the image of the motorcyclist and promoting attendance to the racing scene."

Ron & John From Dover Over

Word has just been received that America's hope in the 1969 international moto-cross world series, Ron Nelson and John DeSoto, have landed safely in England and crossed via steamer from the White Cliffs of Dover to Belgium, along with world-travelled ex-racer Hoppy Hopkins, who will travel with Ron & John until March 21st, showing them the ropes.

Len Allen Reelected Dist. #36 Commissioner

The man who became acting Commissioner of AMA District 36 on the death of John Perez was reelected to the office for 1969. Len Allen promises to hold down the all-important commission for one more year and that's it. It is at least a 2-man job and Len does it admirably.

Goggles Can Cut Vision

A North Dakota House of Representatives committee heard Jasper Kleinjan, noted cross-country motorcyclist, testify that riders need freedom of choice for safety. At the same hearing on a proposed mandatory goggle law, the Capital City Cycle Club of Bismarck, N.D. went on record against the law. One lady said goggles and face shields are useful protection against bugs, but use of them should be left to the rider. Norman Teitz, a racer and dealer demonstrated to the committee that face shields easily fog up and can be a hazard instead of a help at times.

Aggie Goes to Bat for Fans

Two-bit parking for bikes (with security guard) is now in effect at Ascot Park and will remain at the 25¢ figure throughout 1969, including Nationals. J.C. Agajanian wants to make it clear that he does not control the parking or concessions (beer, hot dogs, etc.) at Ascot, and that he does not own any part of Ascot Park except the motorcycle promotion concession. But he threatened those who do with weird Armenian tortures unless they drop the parking fee to cater to bike-riding fans. Aggie has decided to offer reserved-seat club night discounts for uniform cycle clubs to woo the road riders back to Ascot. Interested clubmen should write Aggie at Box 98, Gardena, Calif.

ROAD COMPETITION CLUBS

advertise your coming events in a space this size for only $19.50 (non-profit club rate). Send us the information and a check or money order and we'll do the rest.

(DEADLINE IS WEDNESDAY, 5 p.m.)

Cycle News Ads
Box 498, Long Beach, Calif. 90801

Rain stopped – Racin' on

CMC NEW TT

MAR. 16th

NEW oiled & graded track
ALL CLASSES
Lt. Weights A.M.
Big Bores P.M.
Gates Open 8:00 a.m.
Post Entry $5.00 (includes admission)
All riders covered by ins.
No Sidecars
TROPHIES
PH.: (714) 539-3328
Class "C" Traction Preferred

SUN. **MOTORCYCLE MOTOCROSS SCRAMBLES** MAR 23

$1500.00 ★★★★★★★★ CASH AWARDS ★★★★★★★★ $1500.00

Spokane Interstate Fairgrounds

ENTRY FEE $12.00 ADVANCED — 16.00 POST ENTRY
Three Number Plates Required

Race Rain, Snow or Shine

Sponsored By TRIBER'S SALES, INC. (509) 535-3679

PLEASE PRINT THE FOLLOWING INFORMATION
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Return to Triber's Sales, Inc., 6310 E. Sprague Ave., Spokane, Wash. 99206

Name.....Age.....Address.....City.....State.....
Make of Machine..... Serial #..... Displacement (cc).....
Riding Number.....
I, the above named, hereby absolve any committee or committee member, Triber's Motorcycle Sales, Inc. amd the Spokane Interstate Fairgrounds, from any kind and all responsibility for any injury or injuries oe property damage that may result from my participation in any or all activities connected with or resulting from the Motorcycle Races.
I ENCLOSE $.....REGISTRATION FEE
DATE..... SIGNED.....
PARENT'S SIGNATURE IF UNDER 21.....

CMC MOTORCYCLE **MOTO-CROSS**

MAR. 23

CLASSES
0-125cc
126-250cc
251-500cc
Open

ALL NEW GRASSY COURSE ENTRIES
Close Mar. 17th
Mail entry $5.00 – Post $10.00
CMC – PO Box 1334
Huntington Beach, Cal. 92647

Carlsbad Raceway
7 miles east of San Diego Fwy on Palomar Airport Rd.
CMC membership required ($2.00) available at race

Tear Out and Present at Box Office

J. C. AGAJANIAN Presents . . A. M. A.

Half-Mile Every Friday Nite 8:15 pm
(starting April 4th)

Motorcycle Races

TT's 1st Sat. Nite - 8:15 pm
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DISCOUNT PASS — SAVE 50¢

Worlds Fastest Action ½ Mile and T.T. Dirt Track

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Per Person On Each Adult Ticket

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Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California, also publishers of State Cycle News for the Eastern states.

Second Class Postage paid at Long Beach, Calif.

Editorial stories, cartoons, photos, etc. are welcome and will be paid for on the 15th of every month for material published the previous month (except press releases and "Voice" letters.) Addressed, stamped envelope assures return.

Reprinting in whole or in part expressly forbidden except by permission of the Publishers.

Advertising rates and circulation information will be sent upon request.

Single copy price. . . . . 25¢
Subscription: one year 2nd class mail. $7.50

NATIONAL ADVERTISING DIRECTOR. . . . . Thomas R. Culp
Cycle News (West), P.O. Box 498, Long Beach, Calif. 90800
Tel. (213) 423-0431.

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VOICES OF THE WEST

BOY MEETS GIRL

I'm sure your readers would be interested in knowing what happened to me at the Elsinore G.P. I was making it down by the river and this girl with all this hair goes flying by and I mean fast! So I panic, mainly because it's a girl I think but I had to find out. I followed her for 4 laps and could not pass her, I'm really embarassed because I'm an amateur in the desert with a low number. Anyway, she was really out of sight and deserves a lot of credit.

Also I watched her later 'cause my chain broke, she is really good looking with all that mud and mess.

Could you find out all about her? Why she rides with the men? how long she's been riding? Is she married? Man, nobody knows anything about her. My whole club is interested in having her join. She really showed me how to ride through mud. She was beautiful.

R. BURR
Paramount, Cal.

COMMENT: Oh, you mean Lana Paige. We'll try to interview Lana for a Meet the Rider profile soon.

HOUSTON COVERAGE

With each passing year your newspaper has improved. The greatest improvement, however, has been in your coverage of the national circuit. In fact the coverage of the Houston events was so good that in a burst of enthusiasm I renewed for a two year subscription.

I would have sent a check but with two Hodakas and a B.M.W. I can't be expected to have much loose change around the house.

To an even better newspaper in '69.

DAN L. SMITH

P.S. I would enjoy reading more well written travel articles.

COMMENT: So would we!

ANOTHER CALIF HOT POT BILL

Please inform your readers that besides AB 382 there is another helmet bill before the California Legislature. It is AB 654 by Foran of San Francisco.

PHIL PSZENNY
Santa Monica, Calif.

COMMENT: Thanks for reminding us. I'm going to renew my membership in United Motorcycle Enthusiasts of California. How about you?

EVERYBODY WANTS TO BE THE ART DIRECTOR

Have you completely abrogated your responsibilities as Editor of the motorcyclist' newspaper? We refer to your apparent, unbounded affection for the 1%'ers. We'll excuse your journalistic license taken in the recent interview of Sonny Barger as an attempt to fill your big annual issue. We do believe that giving these people any type of coverage is in questionable taste. Your frequent and continuing coverage of these people is toally out of proportion with their contribution to our sport. (Their contribution being to offer comic relief and should the sport ever need an enema, at least we'll know where to put the syringe.) The catalyst for this diatribe is your use of that picture of the 1%'ers in the Elsinore article. What possible justification could you give for this breech of good taste? They were such an insignificant part of the crowd that they would have been relegated to total oblivion, (where they belong), had you not chosen to point out that they were there. You didn't even do the 1%'ers justice in your choice since the two machines shown are not even decent choppers. You could have chosen any number of more suitable and deserving subjects. If you were to carefully consider the images which most spectators left Elsinore with, they would be–

–Gripsters and their friends everywhere, working--

–Dune buggies and four-wheel drives being used and sorely needed because of the mud–

–Competition riders by the hundreds–TT riders, scramblers, desert rats, oldtimers, sponsored big names, unsponsored little guys, kids, girls–

–Bikes–two strokes, four strokes, big ones, little ones, sidehacks–

–Spectators – families, couples, singles, teenie boppers, middle aged, senior citizens, full-dress Harley/BMW riders, swinging chicks, snot-nosed kids–

Oh year, and if you looked hard enough, lost in the crowd were the cancerous, unkempt, woe-begone, pox on our sport, namely the 1%'ers – and your photographer blowing film on them. After analyzing your layout, it appears that you were attempting to capture the modd and meaning of the event. A laudable journalistic effort which went awry due to your tunnel-vision concerning the 1%'ers. Giving due consideration to the market your paper serves, both in the areas of readership and advertisers, we suggest that you defer any future coverage of the 1%'ers and their activities until such time as they do something worthy of coverage. (Their attendance at a race in their normal booze-sodden, befuddled mental state on bikes which are a metallic travesty on two wheels is hardly a significant contribution to the sport.) Please accept the foregoing as constructive criticism intended to further our sport in general and to improve your newspaper.

KEN LOCKEE
VERN WESTGATE
Huntington Bch., Cal.

COMMENT: We appreciate your articulate and well-meant criticism. Cycle News has no particular affection for the so-called 1%.

YOU CAN'T PLEASE EVERYBODY

This letter is in regard to your March 4th Cycle News cover. When your paper arrived, my husband took one look at the cover and said, "Hey, this is the best cover they've ever had!" So, I took a look at it and though, "H'mmmmmm." My 12 year old son came in and saw it and said, "Heck, why did they have to ruin Cycle News with a picture of a MINI BIKE!"

Ah, yes, beauty if indeed in the eye of the beholder, huh?

MRS. JOHN HONEYCUTT
Torrance, Calif.

FORK PHONETICS

We at Steen's enjoyed the cartoon depicting the well-known British scramblers which offer a choise of leading link or Italian telescopic forks.

As importers and distributors of Ceriani suspension systems for over three years, we've seen the growth of their acceptance.

One of our prime battles has been to promote universal correct pronunciation of the name, which is Cherry-AH-nee, like similar Italian words such as "cello" – taking a ch sound on the "C" as in chicken.

Boda's clever gag had a little flat spot in it when we had to imagine our product name as is usually mispronounced, "Serry-Annie" or (better) "Cherry Annie" to rhyme with Orphan Annie.

But perhaps Daddy Warbucks, in his educated accent, calls her "Ah/nee." Like "Little Onnie Fonney."

LYNN WINELAND
Marketing Director, Steen's Inc.

YOUNGBLOOD PRAISE

We enjoyed the editorial by Ed Youngblood in your February 18, Western issue. We felt that it presented a mature view. It seemed to emphasize that "in unity there is strength", and that it is easier to change an organization for "the better" by joining it and working from within, rather than by hammering it from the outside.

LAWRENCE WISE
Cosmopolitan Mtrs., Inc.
Philadelphia, Pa.

NOT SO NEW AMA PAYOFF

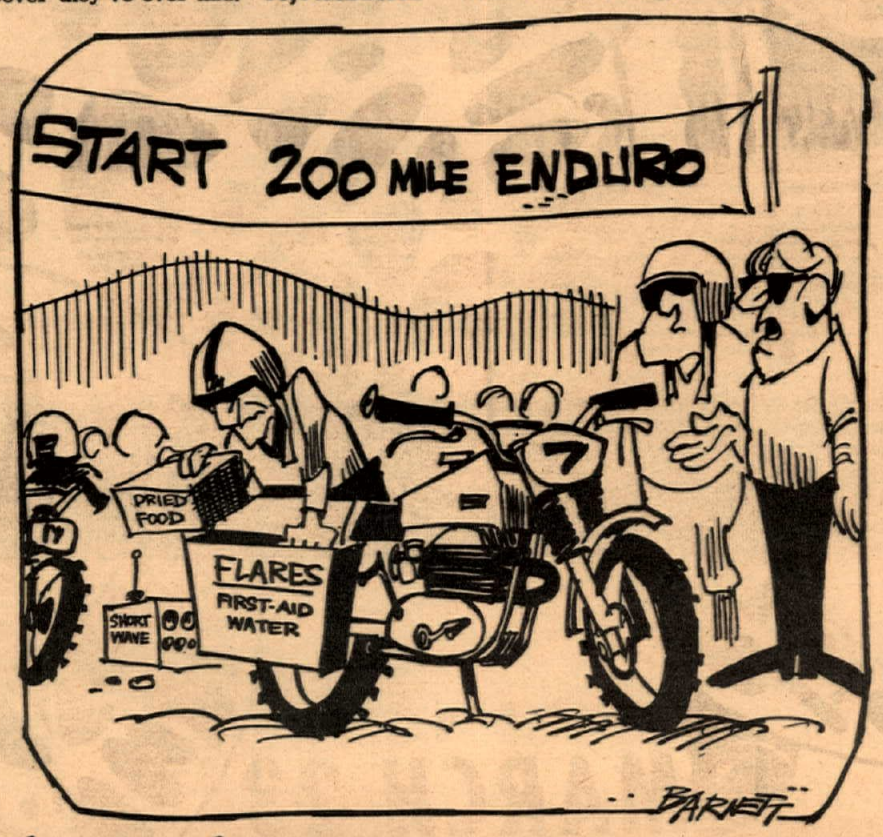
Contrary to the popular belief of many Calif. riders, the world of motorcycle racing doesn't stop at the Calif. borders. The so called new AMA payoff referred to by Guest Editorialist "Novice Walz", is about as old as AMA. If he'd ever raced in the Midwest or East he'd realize that is the way payoffs are made, and Calif. is the exception.

I do not believe the payoff schedule will ruin AMA racing, if anything it could help it. This way the average rider has a chance to make at least expenses and therefore encourage him to continue on up the ranks instead of quitting, which happens so often when he finds he is unable to buck the money boys. I realize the crowds come to see the top names, but without a supporting cast, there is no race.

As a suggestion pay 4 places in the heats, with all places being paid in the finals. This would give more people a chance at what little money there is in motorcycle racing. Anyway you read it, the purses are just too small.

W.H. UNGLES–Expert
Glendora, Calif.

COMMENT: At Ascot Speedway, it can cost more to win the main event, than it pays. Perhaps what motorcycling needs is richer sponsors.



"NOW THERE'S WHAT I CALL A NEGATIVE ATTITUDE!"

Legislative Notebook

By Barbara Adams Dahms

NOW DOBBIN'S ON HIS HIGH HORSE

It's a re-run of the horseless carriage scene, yet it is very much "now"...the motorcycle and the horse are not competing for the streets now. They're competing for the dwindling off-street riding space. The motorcycle has all the advantage mechanically but the horse has the cultural edge. Many people who own horses also own the riding space. This is almost never the case with motorcyclists. So it is another phase of coexistence. It can be a hassle and a disaster or it can be an amicable arrangement. Mostly, I hate to say, it is our problem.

Every day motorcycles are closed out of some nearby open space because one of their number got smart with a horse. This game can be hazardous to the cyclist but it is much more likely to end with the horseback rider on the ground, sometimes severely injured, occasionally dead. We are justly stunned when a cyclist is decapitated or slashed up by a neckbreaker. The horse community has the same reaction to a young girl whose face is lacerated or skull fractured because a motorcycle rider gunned it as he came up alongside her animal. The fatalities in this sort of error are apparently about the same frequency as neckbreaker tragedies...few, but not rare enough. Neither need ever happen. In this case it is within our power to prevent it.

Horses can and do get used to motorcycles. Sharing the same riding area with some reasonable space between bikes and horses is a common occurrence in the semi-ranch areas which cover so much of California. However, once a horse is scared by a motorcycle it may shy for months at the very sound of a cycle nearby, a consequence far in excess of the occurrence.

Since machines cannot be traumatized many people who spend their lives with machines tend to forget that animals can.

It has to be lack of understanding. No intelligent cyclist with a knowledge of the situation would intentionally "shake-up" a horse and bring about the loss of one more precious riding area, would he???

They keep tossing it at us...police yourselves. We don't like it. I suppose no group ever did. Yet it is a part of maturity. The more there are of us, the more we have to make living arrangements with the rest of the community, the more real the solution becomes. Reasonable cooperation is required. If we are going to stick together to get our rights, we have to stick together to give them to others.

BRAVE VENTURE

Ron & John Carry U.S. Flag Into Foreign Battle

By Bill Blakeslee

Two men from the local racing scene have gone abroad to compete against Europe's best in the 1969 World Championship Moto-Cross series.

Ron Nelson and John DeSoto left this country on the 27th of February, carrying with them the best wishes from every race enthusiasts as well as the admiration of every patriotic American.

Credit must go to Montesa Motors, for this unique way of "repaying" the en-enthusiasts that have supported Montesa by buying and racing their machines. This gesture is going to be one of the highlights in the industry. Not only is Montesa "laying it on the line" by committing their brand (Montesa now only sells sporting machines) to the toughest test possible but they are also making America's first and only team effort in moto-cross.

Ron and John are extremely competent racers, both with years of experience. Both had brilliant records in the recent Inter-Am series with Ron finishing best American in the 500 and John best in the 250cc class. A better pair to represent America would be hard to find.

Plans are for them to stay in Europe for the entire series, about eight months. They will pick up VW vans in Germany, compliments of Dan Gurney – Montesa Vice President, and drive to Spain and the factory where they receive machines and mechanics. They are already entered in the Spanish G.P. and if they do well there they should have no trouble gaining entries for the remainder of their tour.

Chances are good, with the new scoring system, if they finish in the top ten then they will theoretically then be in contention for the crown. Promoters are obligated (almost) to accept them.

An interesting sidelight here, is that their trail will take them into the Eastern Bloc (Soviet) countries and even Russia itself. That will be a proud sight – our flag on their jerseys, and in a country where the motorcycle athlete is held in the same esteem as any other athlete.

Aspirations are extremely high, and the talent involved considerable. Success is possible. There has already been a great deal of work, sacrifice and conations committed, to keep them going will surely take more. All enthusiasts may yet have an opportunity to share and help in this brave venture.

Ron Nelson and John DeSoto

In a very little time we will have the results of the first meet, the Spanish G.P. is April 13th. Then we shall see. I think a very apt slogan is going to be "VIVA RON-JON".

Dewayne Keeter as he looked in the Sydney Speedway pits.

World Travelers Return As Speed-Way Spins Again

By John Grout

The roar and the smell of the burning castor oil – Speedway is back again; and the starting date for the new shows this year will be Sunday afternoon, March 23rd.

Dude Criswell, himself a Class "A" Speedway racer of some repute, has announced that he's lined up more than fifty alcohol-burning bikes for the resumption of the 1969 "slip and slide" competition at Whiteman Stadium, in Pacoima, California, in the San Fernando Valley.

Pound for pound, these rocket-accelerating machines are about the quickest things in the racing world today. And they will bring back the appearance of the hottest rider straddling a cycle seat at the present time – "The Flying Dutchman," Skip Van Leeuwen, of Hollywood.

Skip is currently leading the pack in the AMA National point hunt. He's the big gun! And for some lucky cycle sponsor, it'll be like ordering an oyster and finding a pearl.

On hand to contest the issue with Van Leeuwen, the fans can expect to see U.S. Speedway Champion Rick Woods, recently returned from his racing trip to Australia. Also there'll be California Champion, Sonny Nutter and Whiteman high point rider of last season – "Joltin'" O'Brien.

Some of the other riders expected include the man who has won more than four hundred dirt track events – "The Flyin' Flea," Sammy Tanner, Don Hawley, all of the Bast crew (Harlan, Steve and Mike,) Eddie "Super Squirrel" Mulder, Dusty Coppage, Gene Romero, John Hateley, Steve Scott, Paul Conserriere, Stu Morley, Bob Bailey, Johnny 'Wheelie" Carter, Shorty Seabourne and Lonnie Arnold – all expected for the season opener action....

Then, there will be Elliott Schultz, Bruce Haserot, Norm Elledge, Larry Heinselman, and – just back from his races in Australia – DeWayne "The Skeeter" Keeter. It's going to be astonishing to see what Keeter and Woods have learned at the hands of the Aussies.

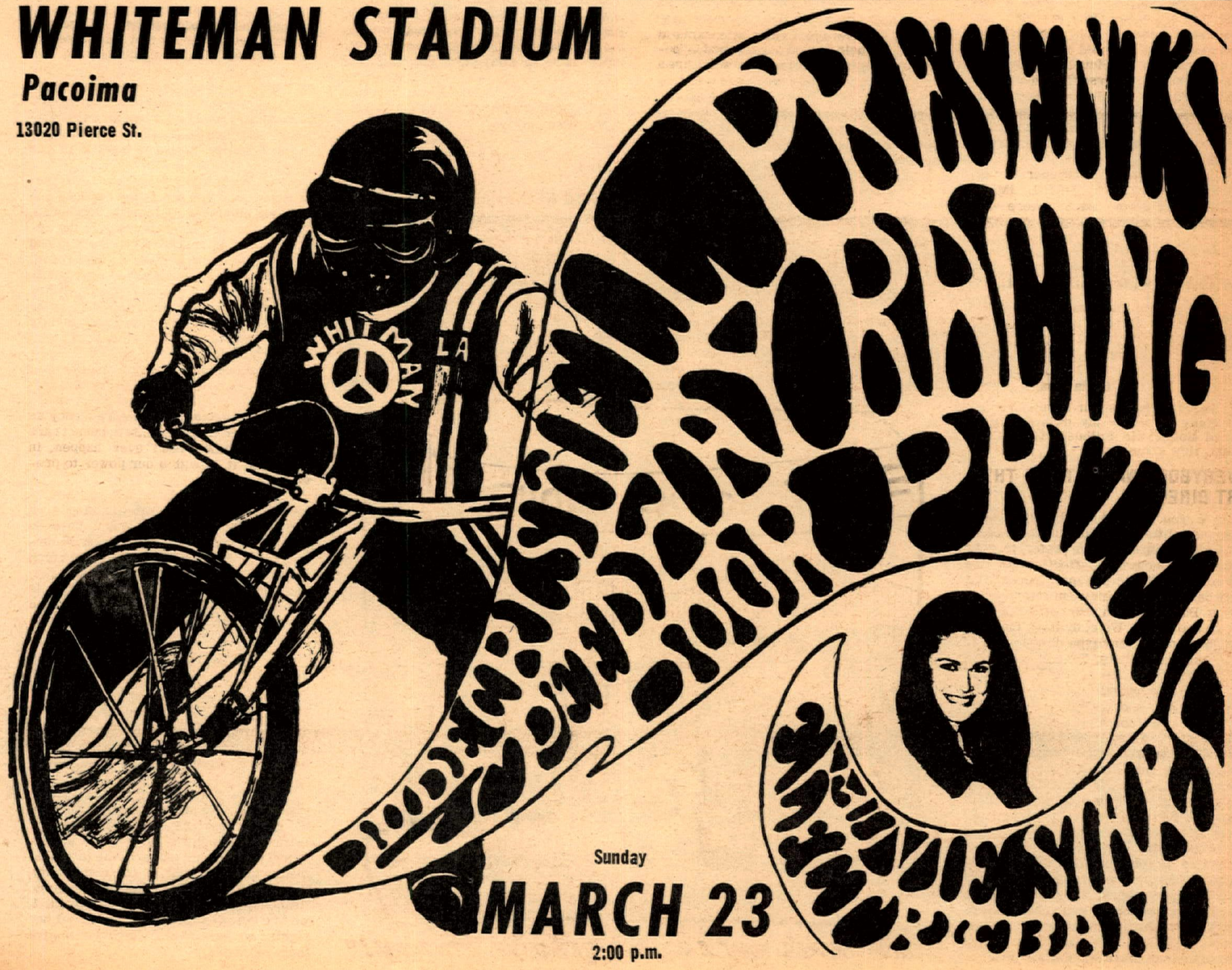
To further enhance his opening afternoon show, Criswell predicts a whole slug of Hollywood stars will be present at Whiteman. There'll be a lively rock and folk combo to give the fans a lot of finger-snapping music. And, as a special added attraction, Miss Judy Jordan – movie star of the soon to be released "Big Foot" will again act as the official Trophy Queen.

So, here we go with the finest Class "A" Professional Speedway racers in the United States – all of them real anxious to show four time world champ Barry Briggs, how it's done...! Let's see if their rooster tails are sailing a little higher into the air this year!

WHITEMAN STADIUM

Pacoima

13020 Pierce St.



ASCOT-100 JUMPS, 700 TURNS

Skip's Spectacle 4th Time

By Maureen Lee

Photos by Dennis Greene

GARDENA, Calif. March 2, 1969. Skip Van Leeuwen continued to live up to his reputation as the best TT rider around today by winning the 1969 100 lapper and establishing more records in the process. He's the only man to have won it four times, three times straight and as Amateur in 1961, he still remains as the only Amateur to have started in row one.

The top twenty-seven fastest qualifiers made it straight to the main, with San Bruno's Mark Brelsford (Harley-Davidson) setting the fastest time and a new qualifying record of 49.50. Eddie Mulder (Triumph) took second with 49.56 and Alex Choinowski rounded out the front row on his Triumph with a 49.74. Van Leeuwen qualified sixteenth with a 50.28 on his Danny Macias-tuned Triumph.

Around And Over With The Amateurs

After the top twenty-seven, the next twenty-four went into two semis, ten laps each with the first three transferring. The first semi had to re-start when David Aldana (BSA) and Steve Bast (Triumph) tangled on the line and both went down. Later on Ron Kruseman and Ron Pierce went down on the turn after the jump with neither one making it back to the races. Ben Fakkeldry (Triumph), who had set the fastest Amateur qualifying lap of 50.73, won with Aldana second and Bruce Anderson third.

The second semi was the fastest with a solid bunch of Triumph riders leading. Keith Mashburn shot into the lead with Don Dudek right after him. Some laps later Butch Landguth took over from Dudek with Carl Patrick moving up into fourth spot and holding position as first alternate. Butch Turner and Chuck Palmgren had been fighting for the fourth when both of them went down and out of the running on the turn approaching the jump.

100 Big Ones To Go!

The sound of those 33 big bike engines had most of the fans standing when it came time to get the main under way, and it was Mark Brelsford who took the lead with one of the best starters in the business, Eddie Mulder right after him, followed by Chinowski who was to retire a few laps later. Brelsford continued to build up a lead, with Mulder well set in the second spot. The first rider to be lapped was Ralph White (Triumph) on the tenth lap after he had dumped it, but he still finished 10th over-all.

Brelsford still led, but everyone had their eye on Van Leeuwen who was working up slowly but surely. He admitted after the race that several times he tried too hard, but with the slick track couldn't keep the power where it belonged, on the ground. By going a little easier, he went faster. Also moving up steadily was Dick Mann (BSA).

Skip Works Up

After the two front runners, Brelsford and Mulder, Mert Lawwill and Dan Haaby, both Harley-mounted, were putting on a good show for third and fourth. Heavy lapping of the slower riders started about lap twenty-five and by lap twenty-six Van Leeuwen was up to third place, having passed Lawwill and Haaby, and Mann had moved from 16th to 6th. Brelsford dropped it about the 29th and Mulder shot into the lead, lapping at about 49.03, and showing no signs of tiring, with the Flying Dutchman in full cry behind him.

Just past the halfway point, with Van Leeuwen about to make his move and take over first, he and Mulder caught Larry Wilburn (Triumph) going into turn one. Skip took the pole and Mulder went to the outside sandwiching Wilburn in the middle. Skip made it through in great shape with Mulder and Wilburn having their jollies for a few seconds although no one was in danger of crashing.

Brelsford was back in action by this time and was soon in second, followed by Mulder, Lawwill, Haaby and Dick Mann now running sixth, but Brelsford's effort to regain the lead was taken away when he was forced to retire with what appeared to be troubles with the front end.

From then on the toll of the long haul built up. Jack Simmons (Norton), who was easily a contender went out with a broken primary chain, Haaby retired about lap 80, and Jim Rice (BSA) about five laps later. Dick Mann made a pit stop dropping him back, but shooting into contention came Dusty Coppage who had all stops pulled when he realized he had a chance up there, and by the end of the race Dusty was going very fast indeed.

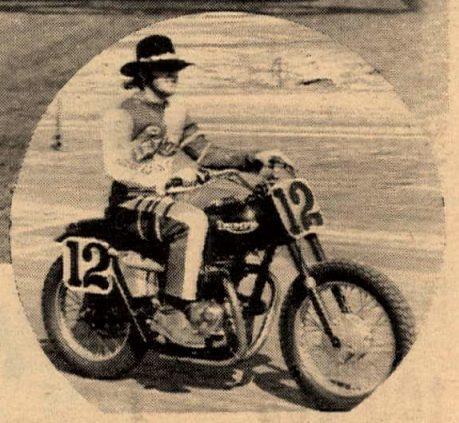
The race ended with a triumphant Skip Van Leeuwen going into the winner's circle to be interviewed for "Wide World of Sports" followed by 18 other finishers and a whole gang out of the original 33 starters in the pits hoping their luck will be better next year or else making resolutions to prepare more carefully. Last man over the line was BSA rider Jim Rice who had been nuring a horrible sounding engine for several laps. To the cheers of the crowd, Rice pushed his machine from just over the jump, all around the half-mile and down the straight to finish.

The time wasn't a record but it was one heck of a good race with several riders having the win in their grasp.

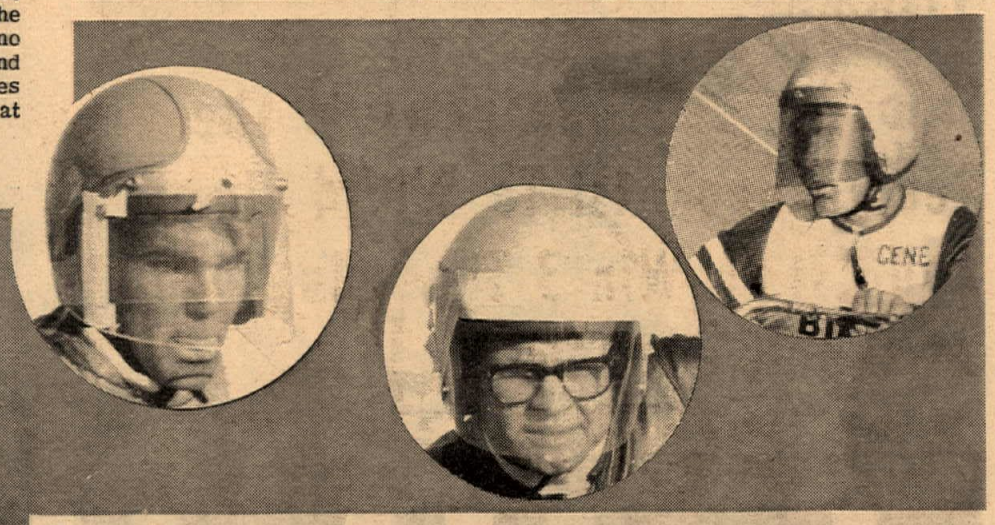
Ascot Parking 25¢ For Bikes

The TT schedule at Ascot now goes to night racing commencing in April It was announced that parking for motorcycles for the rest of 1969 will br 25¢ per bike in a fully patrolled lot. Promoter J.C. Agajanian also had announced that he wished the fans to know that he had no control of parking or concessions and that there were actually three parties who governed the running of races at Ascot.

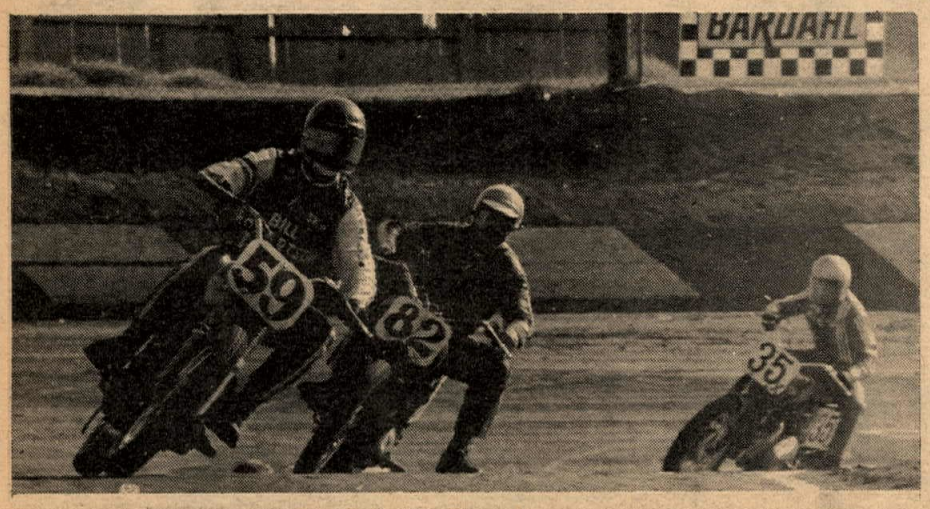
(Results on page 16)



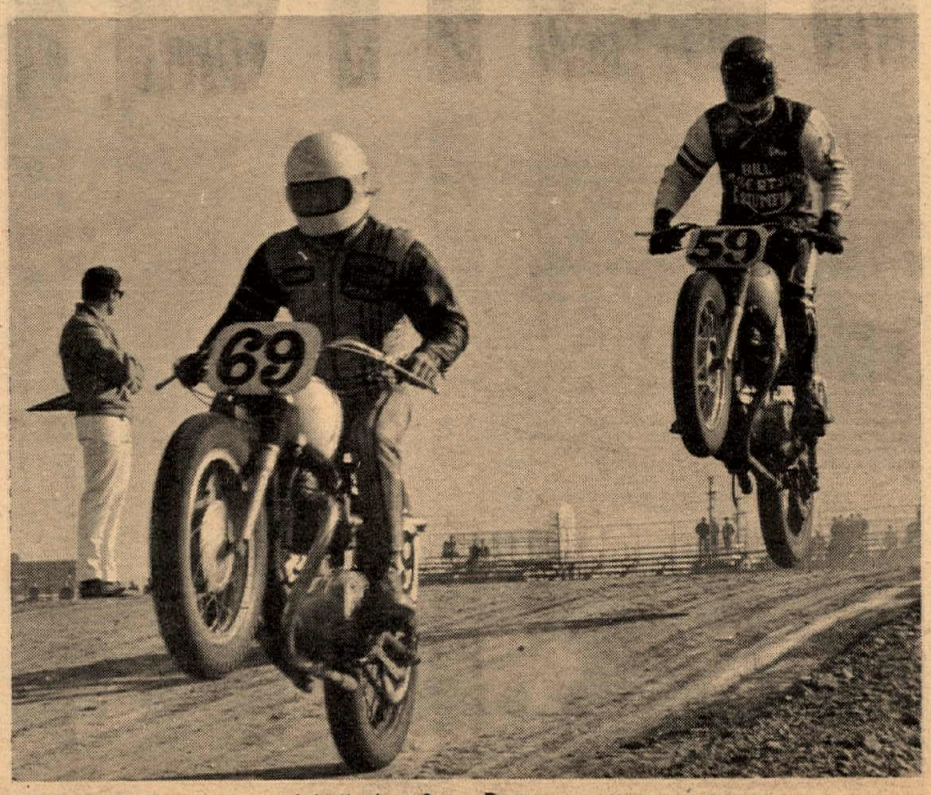
Above: Amateur Dave Aldana leading three national numbers. Right: Eddie Mulder holder of the lead position in the early laps, high ranking number & movie stuntman displays pit headgear. Below: Dick Mann rode with skill that placed him 9th.



In circles left to right: Van Leeuwen, Paul Bostrom, Dan Haaby, & Gene Romero. Insert: Harlan Bast.



Van Leeuwen lurked before taking the lead to the end.



Van Leeuwen launches an aerial attack on Sonny Burres.

GET THE REAL MEANING

9th Annual
Ascot
Park
100 Lap
TT
March 2nd

14 of the
19
Finishers
Rode
Triumph

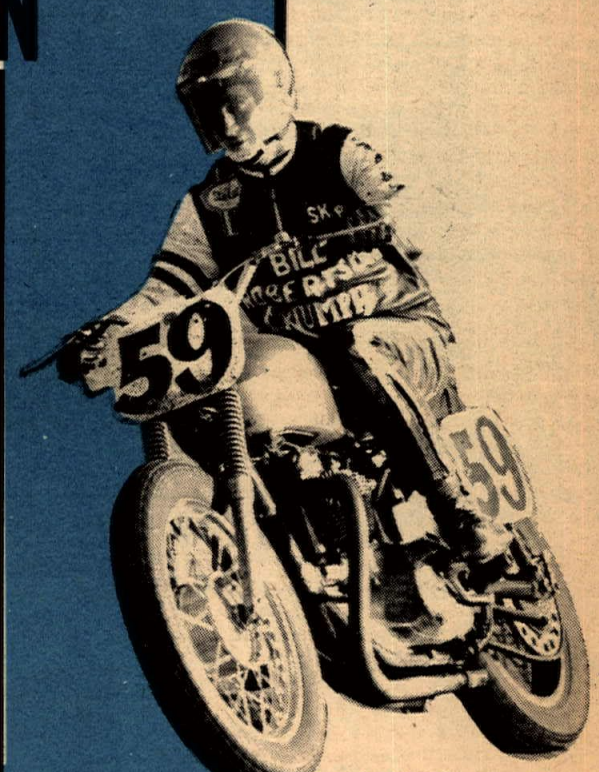
Skip Van Leeuwen Rewrote The
Record Book 1st To Win 4 Times
And 1st To Win 3 Times In A Row
At The 100 Lap TT

9 IN A ROW FOR

TRIUMPH

4 WINS AND 3 IN A ROW FOR SKIP VAN LEEUWEN

TRIUMPH



Skip Van Leeuwen
– Triumph –
Tuned By Danny Macias

WINNER

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2½ Ton Club Run

Left: The latest in Poker Run styles for men. Above: Jasper egg plucker demonstrates skill.

By Bob Shaw

After weeks of rain the first Sunday in March brought some much-needed sunshine to Southern California. It also brought much warmth and pleasure of the members of the Jaspers Motorcycle Club. It had rained on their outings last year and the year before.

Although prospects weren't good for their 3rd Annual Poker Run this year, (most of California was experiencing some of the worst rains and floods in 30 years), the Jaspers weren't going to let a threat of rain stop their run, so they set out to map a route.

After having picked the route, making out the route slips and making arrangements for the check points, along came some more heavy rains which flooded out most of the route and closed off most of the roads.

Undaunted, the Jaspers set out a couple of days before the run and made out a new route, routing the riders on streets around the flood damaged areas.

Saturday afternoon the sky opened up and out came that beautiful sun, and on Sunday morning the Jaspers opened up their clubhouse and started signing in the riders – all 205 of them, a couple of whom brought their camper and family and had camped overnight on the Jaspers Clubhouse grounds.

The riders were treated to coffee and doughnuts, after which they started out on the run which took them through scenic California towns such as; Ontario, Upland, Cucamonga, Etiwanda, Pomona, La Verne and Corona, ending up at De Anza Park in Ontario.

At the park various field meet events and games were held.

A Sweepstake trophy was awarded to Len Barnes who had guessed the closest to the correct weight of the Jaspers Club members and their motorcycles. Although Bob Decker of the Toppers M.C. had guessed the same weight as Barnes, through the process of elimination the trophy was awarded to Len. The total weight turned out to be 4,960 lbs. the two riders had guessed 4,965 lbs.

The winners of the other events and games were: First Mail-in Entry: Dutcher Family of the Gypsy Wheels M.C. from Ridgecrest.

Male Solo: 1st Lee Berry, 2nd Jimmy Knight. Female Solo: Joyce Bray. Passenger: 1st John H. Norris, 2nd Dorothy Eldridge.

Car Entry: Martha Lee Dutcher, Plank Ride: 1st Mel Cunha, 2nd Dave Beck. Potato Toss: 1st Bill Duke, 2nd Bob Smith. Egg Pick-up: 1st Ron Jacobs, 2nd Bernie Clark. Egg Toss: 1st Jack Kisner & Somers, 2nd Mike Boggins & Joe Henderson, Miss Jasper, Mike Wheldon.

Salinas' Wet Winter Scrambles

Story & Photos by Dale Wm. Ivan

SALINAS, Calif. February 24, 2969 – A sloppy, rutted and rough track greeted the more than 250 riders present. Crashes, spills and more crashes were the order of the day for many riders. Only a very lucky racer could boast of not falling at least once during the day. Only Bobby Grossi, the super-fast Montesa pilot got his knocks during the day – a broken collar bone during practice.

Heat races got underway in a downpour that lasted right up until main event ime and only the enthusiasts stayed around to watch the main.

A large number of the Ridge Runners Motorcycle Club of Santa Cruz, rode the main events in the various classes. The results at the end of the day showed that they took home trophies in 7 of the 12 events, a very good showing for their club.

Huff The Magic Dragster

The 40 inch experts started the main events underway with Ray Huff storming into the turn first on his 441 no less. Huff lost the lead to Lance Anderson on the uphill part of the course but, quickly regained it when Lnace took a header on the treacherous downhill section. The next three laps were a breeze for the old veteran, and he pulled off the win easily.

The 500 Novice class main was won by John Bass, BSA mounted. Bass journeyed up from San Luis Obispo to take the win away from Dick Harvey. Harvey, a Ridge Runner of Santa Curz, did a fine job of riding in the second place spot.

Ray Clausen emerged as victor of the 375 expert main on his trusty new Maico, making it his second straight win at the sand track this year. He was distantly followed by Dario Scarabosio (Mai) and Mr. Philly Cancilla. Clausen deserved the cleanest rider of the day award, as there was nobody around to get him dirty.

Don Chisholm another Ridge Runner, displayed his talents aboard his trusty Greeves, by winning the 375 Am. Main.

Barry Espinoza does it a sand-stand.

The 250 expert race was by far, the fastest and most furious of the day. Scot Diffenbaugh local Suzuki Ace made it clear to everyone that he was the man to beat the main event. At the drop of the flag, the fast boys bombed into the first turn with Huff huffing in the lead, followed by Steve Muscatell, Diffenbaugh in third and Gene Connant fourth. Diffenbaugh turned on the fire on, and took over second. On the second lap Muscatell picked his Husky up and cut in front of Diffenbaugh. Scot was forced up the bank by this move, but he still retained his second place. There was confusion in the fast action, but by the last lap, Diffenbaugh had the lead, and his second straight win at the sand track this year.

The 250 Novice main got off to a bad start as a rider unlodaed and was run over. John Moore, the leader at the time, was rather disappointed when a re-start was flagged. On the second try, Ridge Runner Don Avery took command of the race and rode on to an impressive win over a very fast field of Novices. Paul Hughes and Larry Ringlee also demonstrated their talents in a close duel. Hughes managed to stave off Ringlee's passing attempts throughout the entire race. They were very close third at the finish.

(Results on page 16)

COOLEY'S COLUMN

By Wes Cooley

Last week we were able to see a dream become a reality. Ron Nelson and John DeSoto, the two American winners of the Inter-Am moto cross series, 500cc and 250cc class respectively, were sent to Europe to compete in the F.I.M. international moto-cross series. The main contributors to help send these two young moto-cross riders to Europe were Kim Kimball and Dan Gurney of Montesa. Ron and John will be provided with motorcycles by Montesa and Kimball and Gurney are providing vans for each of the riders when they arrive in Europe. Hoppy Hopkins will spend several weeks with the boys in Europe showing them some of the necessary details which must be taken care of in order to get starts.

A great deal of money was needed to do this, and we think it is a fine gesture on the part of Gurney and Kimball to send these two fellows "across the pond." We hope others will have the opportunity to go to Europe if they perform as well as these two fellows did in last year's series. We understand they will be coming back with the Europeans and starting in Beverly, Mass. and will follow the moto-cross series across the U.S. again this year.

It will be very interesting to see how these two Americans do against the Europeans on their home ground. Of course, I do not feel they should be unjustly criticized if they do not win everything in sight. We must remember they are competing against the world's best– not only riders but equipment. Montesa is doing everything they can to have the highest standard of equipment and are also sending a mechanic along to help them. However, many factories have several mechanics and several machines for each rider at every event. As those of you know who have ridden moto-cross, it is not only the man but the machine as well, that makes for success. Let's hope they have a sufficient amount of equipment to be able to compete on the same basis as those they are competing against.

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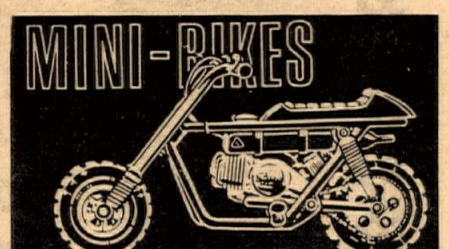
MINI-BIKES



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ADELANTO

Above: Jim (4) Harmon gets set to zap Buddy (92) Carter. Left: limit of traction is passed and then... Right: Bill Bartel took the 250 Expert.

By Ray Cooper

To reach the Adelanto T.T. track, you take the freeway East out of L.A. over the Cajon Pass – turn left on Hwy. 395 for about 5 miles, go past Adelanto about 1/2 mile – turn left and you're there.

The first heat got underway and so did I, taking pictures of everyone that moved. Call it over-enthusiasm or lack of experience or whatever, I managed to go through four rolls of 36 exposure film with three races to go and no more film.

The races were run off very quickly and efficiently. A few spills broke up several of the heats, one bike going off the north end, no damage except a twisted wrist, which didn't keep him out of the balance of the day's events.

Some of the younger riders were very impressive in their particular style and I would venture a guess that many top names in cycle racing will be able to trace their origin to this track in Adelanto.

The layout of the track gives one the impression that a great deal of skill is required on some narrow parts and other parts look like they're just plain fun.

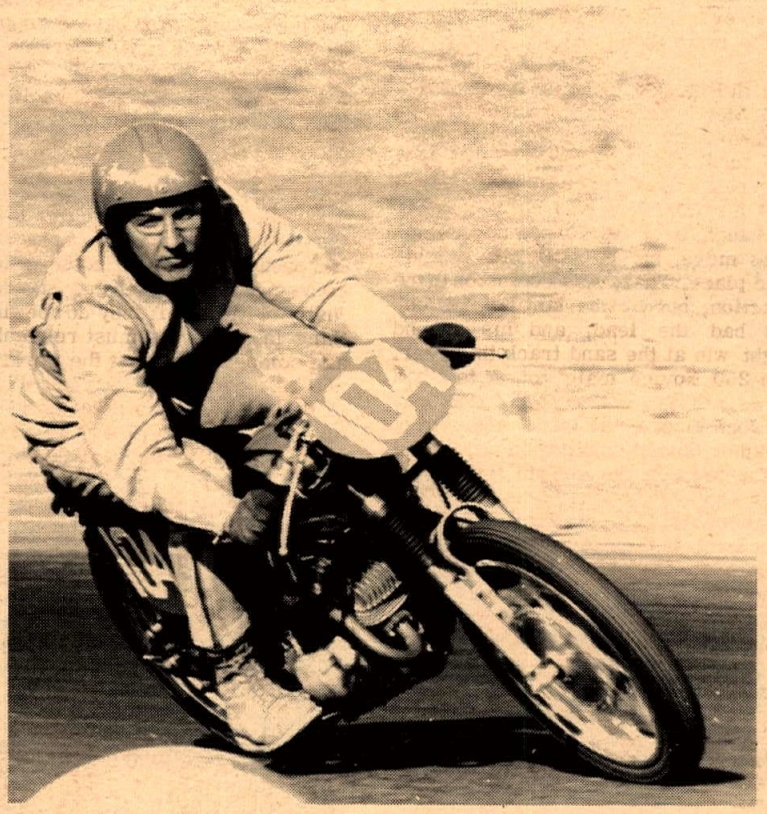
There is one thing that is for certain, if you wanted to enjoy some motorcycle racing or just sit and watch in a nice, clean, warm ("breathe clear to your toes") kind of atmosphere, Adelanto on March 2, was the place.

(Results on page 16)

Above: Desert Joshua trees adorn the scenic Adelanto course, where (below) families stretch out in the sun.

Kirk Redding's Bridgestone leads Ron Powell, Karl Wilson and another 100 Amateur off the dirt ramp, while ambulance man relaxes in the background.

BRIDGESTONE WINS



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Willow Springs
2/23/69
200cc G.P. Class
1st Roger Wood – Bridgestone
350cc G.P. Class
1st Jack Harney – Bridgestone
200cc Prod. Class
1st Roger Wood – Bridgestone
350cc Prod. Class
1st Jack Harvey – Bridgestone

Bakersfield Drag Racing Championships
March 2, 1969
F – Street Class
1st Mike Velasco – Bridgestone
D– Modified Class
1st Mike Velasco – Bridgestone
F– Modified Class
1st Donna Malcomson – Bridgestone
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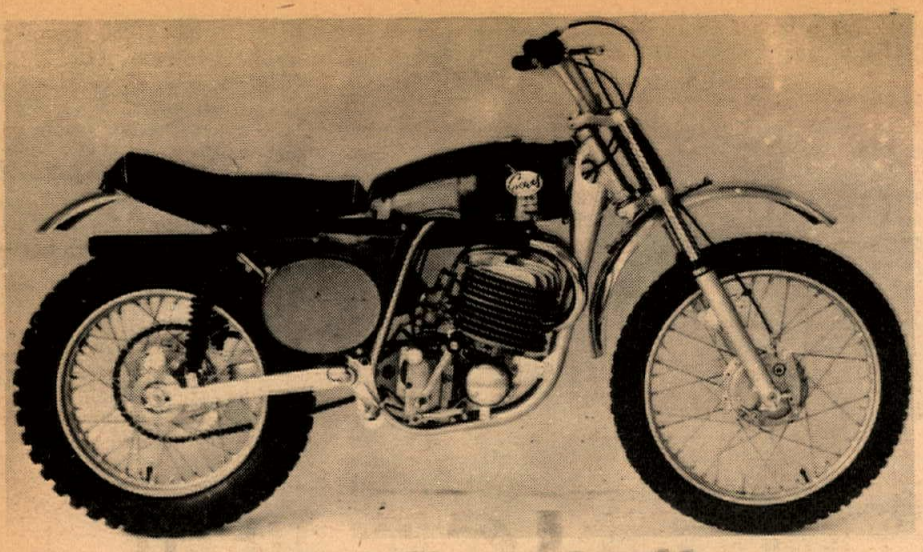

Greeves' New Griffons

Greeves, Britain's leading producer of competition motorcycles, have introduced two new machines – the 250cc and 380cc Griffons, aimed primarily at the expanding export market in the United States.

With sixteen years' experience in this specialized field, Greeves designed the Griffon to bring top international moto-cross honors back to Britain. For the first time the machines incorporate Greeves designed and manufactured gear boxes.

The two-stroke engines have been designed to produce ideal power characteristics under racing conditions and be fully competitive against any foreign bike. The larger 380cc Griffon produces 39 bhp at 7,000 rpm and the smaller 250cc machine, 28-1/2 bhp at 7,500 rpm, it is claimed.

Most striking difference for Greeves connoisseurs is the disappearance of the traditional alloy beam frame. It is replaced by a conventional tubular frame.

During the past year Greeves Motor Cycles have exported no less than 80 per cent of production.

TECHNICAL SPECIFICATION
FRAME: The new, all-tubular frame is Reynolds 531 tubing, specially tempered to withstand the rigorous conditions of modern moto-cross. The design features single large-diameter front and top tubes. The engine unit is mounted by four bolts, making fitting and removal an easy operation. By careful positioning of the tube members it has been possible to bring the exhaust system over the top of the engine and large double air-filter box, thus enabling the enter of gravity to be lowered, while retaining the necessary ground clearance.
front suspension; special Greeves-Ceriani telescopic fork. REAR SUSPENSION: Competition-proved rear suspension units used on a rigid square-section swinging arm, pivoting on bonded-rubber bushes. WHEELS: Front, 21 in, rear, 18 in. Steel rims fitted as standard. Security bolts fitted to both wheels. TIRES: Front, Dunlop 3.00x21 in., rear, Dunlop 4.00x18 in. MUDGUARDS: Polished aluminum front and rear blades. CONTROLS: Handlebars: Lightweight shock-absorbing design produced from one-inch diameter tempered spring steel tube with swaged-down end to suit 7/8-in-diameter twist grip. Nylon quick-action twist grip with competition PVC grips. Ball-ended control levers are fitted with individual cable adjusters. TANK: Quickly detachable tough glass-fiber moulding. Capacity, 1-1/2 imperial gallons. SEAT: A longer seat is fitted to cater for a variety of riding styles. FINISH: Frame parts, etc, bonderised for rust protection, providing an excellent key for high-quality stove enamel. Steel parts other than chrome, cadmium plated. Aircraft-type lock nuts are used throughout. COLOR: Frame parts, etc., in Silver Grey, glass fiber components in Blue for the 250cc and Red for the 380cc.

Greeves works moto-cross riders gave a convincing demonstration of the capabilities of the new Griffon moto-cross machines at a preview in England.

GENERAL DATE, 380cc (250 in brackets where different): Weight, 227 lb (216 lb); Ground Clearance, 10 in; Handlebar Width, 32 in; Wheelbase, 55 in; Seat Height, 32-1/2 in; Rear Wheel Sprocket, 54T; Gear Box Sprocket, 13T; Engine Sprocket, 25T (21T).
380cc ENGINE: 82mm bore x 72mm stroke equals 380.2cc. Compression ratio 10.7:1. Power output (at crankshaft), 39 bhp at 7,000 rpm. Aluminum cylinder with twin exhaust ports with cast-iron liner allowing for reboring. Cylinder head with continuous finning over the area of the combustion chamber. The cylinder is held to the crankcase by eight bolt fixings and the cylinder head has six separate bolts. Crankcase extensively finned. Generous air flow between the case and gear box. Special racing crankshaft assembly with full-circle internal flywheels. Caged roller bearings throughout. Cast-aluminum primary chaincase.
250cc ENGINE: 70mm bore x 64mm stroke equals 246cc. Compression ratio 11:1. Power output (at crankshaft), 28.5 bhp at 7,500 rpm. Aluminum cylinder with single exhaust port, fitted to the crankcase by four bottom studs, head fitted separately on four studs.
GEAR BOX AND CLUTCH: Four-speed gear box of Greeves design with new simple selector mechanism, giving light operation with really positive selection. The clutch is a new all-metal multiplate unit having a high torque capacity. The overall width of the clutch and gear box has been reduced and a total of 9 lb. weight has been saved with no reduction in shaft and gear sizes. GEAR RATIOS: 380cc: Overall ratios with 54T rear wheel sprocket, 9.0:1, 10.6:1, 13.6:1, 17.7:1. 250cc: Overall ratios with 54T rear wheel sprocket, 10.7:1, 12.6:1, 16.2:1, 21.0:1. TRANSMISSION: Renolds chains. Primary: endless Duplex chains running in oil bath. Final: 5/8 x 1/4 in.
IGNITION: Heavy duty, light, compact outside flywheel. Energy transfer to separate high-voltage coil. Complete unit only 3-5/8 in.
CARBURETOR: Amal type 900 with concentric float chamber. 32mm bore on 380cc model and 30mm bore on 250cc model. AIR CLEANER: Separate Fram filter elements on each side, supplying air to an exceptionally large central chamber. EXHAUST SYSTEM: 380cc – Twin exhaust pipes merge with a single expansion chamber. 250cc – Single exhaust pipe, specially designed expansion chamber.

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CYCLE PROFILES

By Herbert Hampton
Art by B.E.R. Service

"I'm going to win the world championship in 1970 and I'm going to do it on a Greeves." This is the confident prediction voiced by Bryan Wade, the 22-year-old motorcycle racing star of England.

Young Wade has been racing Greeves cycles for two years and last year won himself the undisputed position of the firm's No. 1 racer.

Not only is Wade perched on the top rung of most any rankings of British motorcycle racers, he is regarded as very good for the sport because of his grim determination and his contagious gregariousness. He keepts the racing circuits all keyed up and makes himself a standout with his brash and bold predictions, many of which he turns into

BRYAN WADE

realiities with his spectacular and constant victories.

His path to the top-starring attraction on the racing circuits has not been smooth and easy.

Wade says that he tried in vain to interest his father in buying him a motorcycle in his early teens. All he got was stern parental lectures on why he should not even think of owning a cycle.

This did not deter him. Since he couldn't ride motorcycles he took up the hobby of making home-made bombs. This so shocked his parents that when he was 15 years of age, his father presented him with his first motorcycle.

Owning and racing amotorcycle was no 0assing fancy for Wade. He gave up making bombs and began mastering cycle riding.

"I suppose they thought a cycle was safer than bombs," he comments on the parental decision allowing him to ride.

Wade went to work in the Greeves motorcycle factory and all the time he was looking forward to the day when the company would sponsor him as a motorcycle racer.

At the age of 18 he mustered up enough nerve to ask the head of the factory to sponsor him in races. Again he was rebuffed, but with a polite smile that seemed to him to indicate that the company thought this was amusing, to say the least.

Young Wade promptly quit his job and started on a campaign to convince the Greeves factory management that he should be racing under their sponsorship.

Two years of competing on British tracks and young Wade was called into the offices of the Greeves plant. This time the story was entirely different. The company wanted to sponsor him and they have been his racing sponsor ever since.

How did he do it? Wade says he set out with the goal of showing the Greeves people that he was better than any of their sponsored racers. "I didn't care whether I won or not. I just wanted to show the Greeves plant that I was better than anyone they had racing for them."

His technique clicked.

He was beating Greeves sponsored racers, to such an extent that Greeves decided he was a racer for them.

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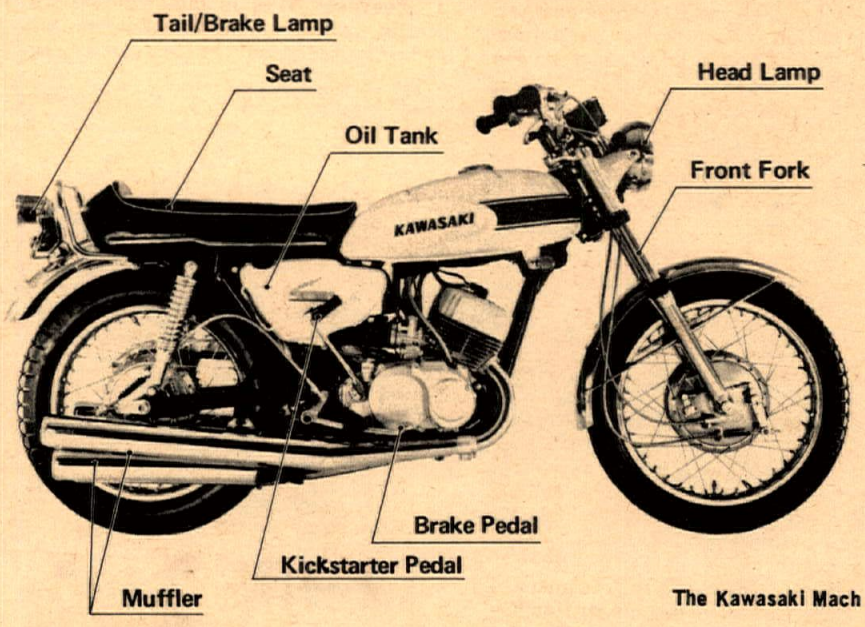

The Kawasaki Mach III

Kawasaki recently announced the introduction of their 60 horsepower, 500cc "Mach III", three-cylinder motorcycle, claimed to outaccelerate and outperform every existing production machine regardless of displacement.

According to Don Graves, National Sales Manager, Kawasaki's new 500 is the year's most exciting motorcycle, the top machine, performance-wise and safety-wise, in the medium and large bore twins, threes and fours being introduced this year from Japan and England. The manufacturer is a major world builder of aircraft and has produced in the 500 Mach III, the present world's highest horsepower-to-weight ratio and horsepower-to-displacement ratio in a production machine, along with the advanced safety features. An additional major innovation is the motorcycle industry's most advanced electronic capacity discharge ignition system using surface firing, non-fouling spark plugs.

The vertical, all-new three-cylinder design provides highly effective fuel flow and safe, high rpm for maximum power. The smaller bore allows for better cooling, light reciprocating weight and smoother performance. The 120-degree firing design also is a major innovation, providing power pulses, timed to give over 10 percent more power output than conventional twin 180-degree configurations, as well as vibrationless performance.

Sixty big horsepower in this 382-pound machine provide the world's highest horsepower-to-weight and horsepower-to-cc ratios in production machines. Kawasaki claims standing start quarter miles in 12.4 seconds reaching speeds up to 110 miles per hour and top speeds of up to 124 miles per hour.

Double leading shoe front brake and big, safe, sure-stop rear brake with air scoop for cooling provide the maximum bracking abilities for this performance package. The frame design and suspension add the greatest street handling abilities that have, up to this time, gone into a production street machine. Fuel consumption on the performance package is rated at 55 miles per gallon at 50 miles per hour, one of the most efficient large displacement machines of either two-cycle or four-cycle units in this performance category.

Special Dunlop K77 nylon cord tires are being used for the Mach III. The tread pattern and construction were specially designed for the performance requirements of this machine. Wheels are carefully balanced and rim locks installed.

Kawasaki's electronic capacity discharge ignition system (CDI) features one of the world's most advanced ignition systems, with no breaker points to wear or to set. It gives a hotter, faster spark than does a conventional system. Anti-fouling surface gap spark plugs are used with the CDI system which have an expected life of 5000 miles. These plugs have no gap to set or heat range to worry about. An automotive type distributor is used with the system.

Styling for this machine, built specifically for the United States market, was done in conjunction with a top U.S. designer with past Detroit automotive experience. The Ceriani-style front forks in addition to providing the best possible front suspension, give the machine a new, lean look. The gas tank, an inventive departure from past styling for Kawasaki, features "mod" racing stripes and soft motion lines which fit the machine's performance capabilities. The gas tank capacity is 4.0 gallons.

The Mach III performance package carries a suggested p.o.e. retail price of $999.

Specifications:
Displacement: 498cc (30.4 cu. in.)
Bore & Stroke: 60x58.8mm (2.36x2.31 in.)
Compression Ratio: 6.8
Maximum Power: 60 HP at 7500 rpm
Maximum Torque: 5.85 KGM (42.3 ft/lb) at 7000 rpm
Tire Size: Front (3.25-19), Rear (4.00-18), 4 Ply Rating
Overall Length: 82.5 in. (2095 mm)
Overall Width: 33.0 in. (840 mm)
Wheel Base: 55.0 in. (1400 mm)
Weight: 382 lb. (175 Kg)
Overall Height: 42.5 in. (1080 mm)
Fuel Tank Capacity: 4.0 gal. (15 L)
Oil Tank Capacity: 2.5 USQT (2.3 L)
Performance:
1. Top Speed–118 mph (190 kph) with 15/45 sprockets –124 mph (200 kph) with 16/45 sprockets.
2. Acceleration–SS 1/4 mile, 12.4 sec.
3. Fuel Consumption–55 miles/gal. at 50 mph
4. Minimum Turning Radius–90.5 in. (2.3 M)

Other Major Items: Three-cylinder, two-stroke, piston valve, CDI, kick, injectolube, wet multi-disc clutch, primary drive spur gear, final drive single row chain, gear box–5 speeds, return change.

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Silver City Scramblers Moto-Cross
Las Vegas, Nevada 2/16/69
250cc Expert Class
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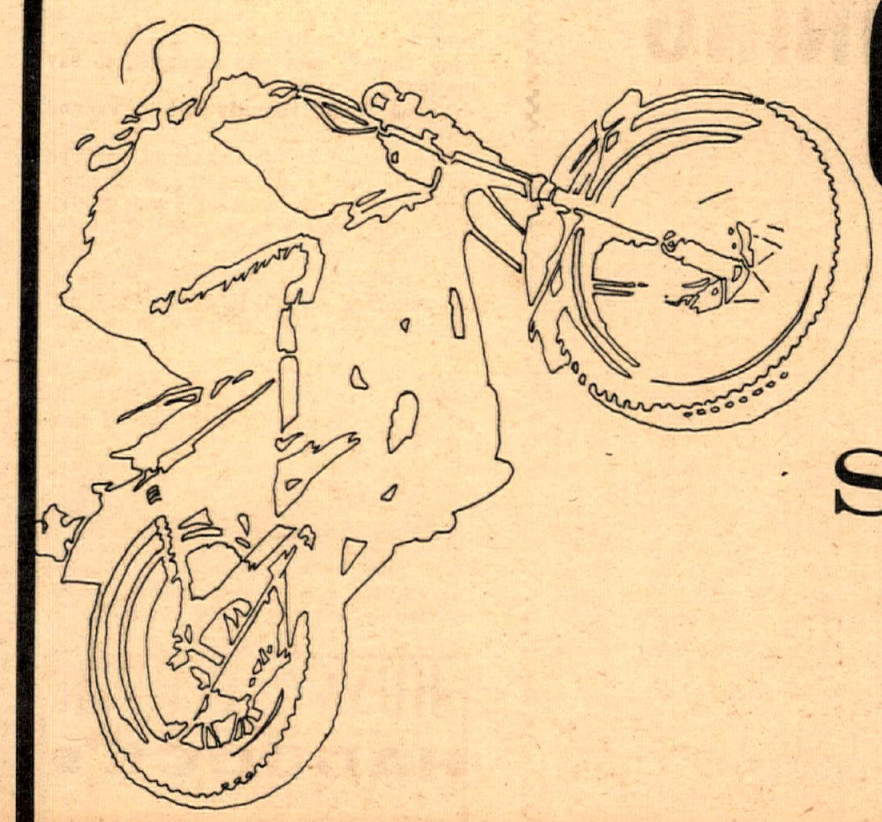
500cc Expert Class
1st Max Switzer – Greeves
500cc Amateur Class
1st Paul Harber – Greeves



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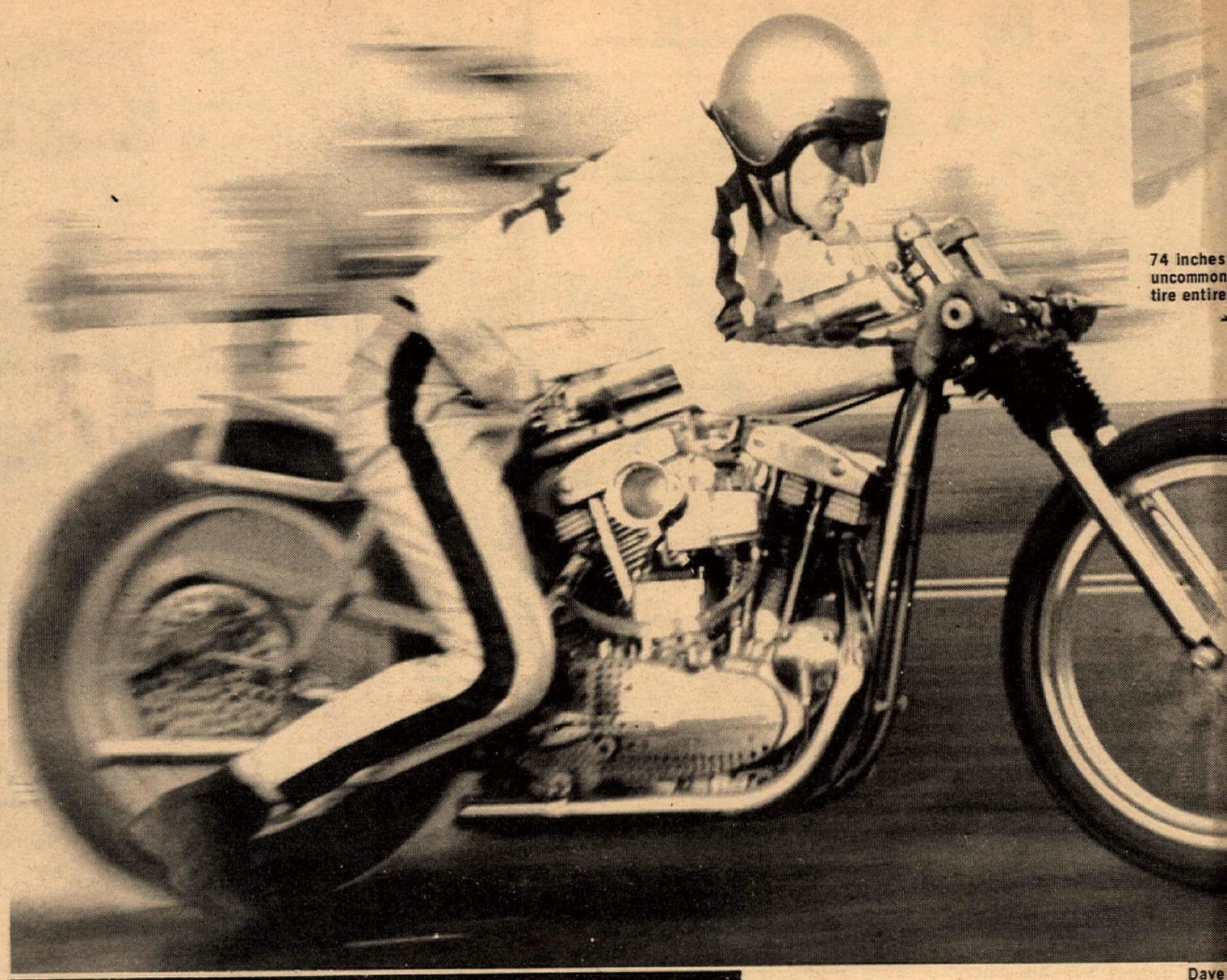


74 inches uncommon tire entire

Meet The Dragger

By Betty Nichols, Photo by Dan Zeman

Drag racing is unique and so are the men and women who participate. Some are business men, some are self-employed, some are skilled, some not so skilled, but working for a living.

Take JACK LINN, for instance. This young man is so modest, that he was actually embarrassed that I would consider him important enough to interview.

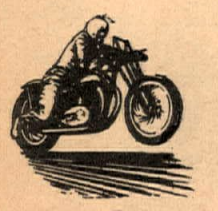
Jack is a 27-year-old bachelor who says he isn't looking for any added responsibility just yet. He was born in Philadelphia, Pa., but came to California as a youngster. He makes his home with his parents and a brother and sister in Hawthorne.

JACK LINN

Jack was a Cub Scout, but dropped out before he advanced any further. Hetried his hand at go-karts, then at 19 he became fascinated with free-flight model airplanes. He travelled all over – Bakersfield, San Francisco, Dallas, or any other place he could get to that was holding an event.

He worked for several years on an electronics assembly line, eventually working up to leadman, but he didn'tfeel satisfied, so four months ago he went to work for Suzuki City in Inglewood as a motorcycle mechanic. Being an "incurable" motorcycle enthusiast, this is more to his liking.

Jack's first bike was a 1946 Indian. At Jacks 16 years of age, 5'8" and 130 lbs. its 600 lb. bulb proved a little too much for him. It landed on top of him two weeks after he got it, so they parted company. About three years ago he bought a Suzuki and that changed the whole story.



He said his first try on the drag strip almost scared him to death. He sat out there, blue from fear and full of goosebumps, then before he knew it, it was all over and it's been "like a disease" with him ever since. He is constantly working to build a better and faster machine. He spends spare time from Monday through Saturday adjusting his machine, trying out new parts and getting it ready for Sunday. Then he starts all over again. He said that in the past three years, he can honestly say that three times he has had his machine ready by Tuesday and had the remainder of the week free.

Jack is very quiet and unassuming, but always has a warm smile for everyone. If he doesn't win he just grins, loads his bike into his Datsun pickup truck and says, "oh well, there's always next week".

Jack recently christened his drag machine. On the triple crown of his little Suzuki is painted – in all it's glory – Rip the D.O.M. (Dirty Old Man). That may sound harsh, but in reality he and Jack Murphy (The Dirty Old Man) are good friends.

Jack Linn is helpful to his opponents, lending them small parts for their machines or offering bits of information. He has an interesting attitude on this. "If there is only one guy with a fast bike there is no competition. By all of us helping each other, we all have fast bikes and plenty of competition".

Being that Jack owns Suzukis, drags a Suzuki, and works for Suzuki, it's only fitting that Suzuki of Inglewood, Calif. just happens to be his sponsor.

The Drag Race Scene

By Dan Zeman

Kern County Racing Association held its big drag meet at the Famosa Strip near Bakersfield, Cal. Friday Feb. 28. 200 acres of asphalt makes up the strip and pit area, and still leaves enough room for an airfield. With its huge pit area loaded with something like 300 various types of racing machines (not to mention cars, trucks and trailers) it took me awhile to find the motorcycles. There in front of me were drag bikes belonging to Joe Smith, Dave Campos, Bob Ables, Bob Braverman, Gordon Kately, and Bill Chambers.

The motorcycle director Jerry Johnson informed Smith and Campos that they had to have boots that came up over their ankles. The only boots to be found at a reasonable price were football shoes – cleats and all. So that was what they raced on. (With the cleats removed).

Each motorcycle had to make at least 2 runs Saturday to qualify for the big run-off Sunday.

Joe Smith turned in the best speed of 152 mph and Elapsed Time of 9.92 seconds. Gordon Kately had next best E.T. of 9.96. The other four machines made runs in the low and mid-tens Saturday. Another machine that ran Saturday was a 40-inch modified Triumph belonging to Jim Lynch of Bakersfield, Jim made his two runs but was not sure if he wanted to run Sunday against the 5 fuel-burning Harley-Davidsons and Bob Braverman's twin engine Kawasaki gasser.

Sunday the first run-off was between Bob Braverman and Joe Smith. Both machines were running good. The Christmas tree lights started blinking and the greens came on. Both were running strong and Bob's front wheel started to lift up. Bob wasn't about to put up with this, so he shut off for a split second. This was all it took and Joe pulled ahead and across the finish line, turning a 9.96 E.T. and 152 mph.

Next up was Bob Ables of Albuquerque, New Mexico, mounted on a 74-inch fuel-burning Sportster and Gordon Kately on his 65-inch fuel Sportster. This was a close race for the first couple of hundred feet. Bob Able's engine came unglued and parts went flying. Gordon turned a 10.29 E.T.

Dave Campos of Albuquerque New Mexico on his 74-inch Sportster then staged with Bill Chambers on his 74-inch Knucklehead. The traction was real good and Bill went into a wheelie everytime he cranked it on. Bill went into three wheel-stands in all, but still turned a ten-second run. Dave crossed the line first, turning a 9.75 E.T. Jim Lynch decided to run, so he made a single in round one.

20 minutes later, round two came and Joe Smith staged with Gordon Kately. This was a very close run and the only way to tell the winner was by the win lights at the big end. The light came on for Gordon as he went through the traps with a 9.94 E.T.

Dave Campos and Jim Lynch ran off next. Dave's fueler was a bit too much for Jim's gasser. Dave turned the best time of the meet. 9.71 and 145.86.

Round three was about to start when the loudspeaker informed everyone that the meet was over and the award ceremonies were about to take place. The timing lights were picked up and people started pouring out on the strip. What's going on?

A trip to the starting line told the story. They forgot about the bikes. This was an honest mistake. Jack Williams, the strip manager and Steve Evans of N.H.R.A. gave their apologies, agreed this was not fair to the motorcycles and determined to do something about it. And they did!

They stopped the award ceremonies and cleared the strip. They next informed Dave Campos and Gordon Kately that the clocks were all pulled and the starting light equipment was put away, so they could only offer a flag start. Both riders agreed, so they fired up and staged. The starter jumped and both bikes were on their way. An official stood at the finish line and informed everyone that Gordon had won.

Many thanks go out to Jack Williams and Steve Evans. I don't think there is another strip as fair. These two gentlemen also informed me that the Gas machines will have a class of their own next year and there would be good money for them as well as the fuelers. Many thanks also go out to the following: Auld Automotive of Delano, that donated the trophy. Laidlaw's Harley-Davidson in So. San Gabriel, donated $25.00. Ed Roth and Choppers Magazine, donated $25.00. E and J Drag Equipment of Minneapolis, Minn. donated $25.00, and Venolia Pistons awarded a $25.00 certificate towards a set of pistons.

These people helped make this a very worth-while event.

Gordon Kately had a total purse of $300.00 plus a trophy and Dave Campos was awarded $75.00 for runner-up.

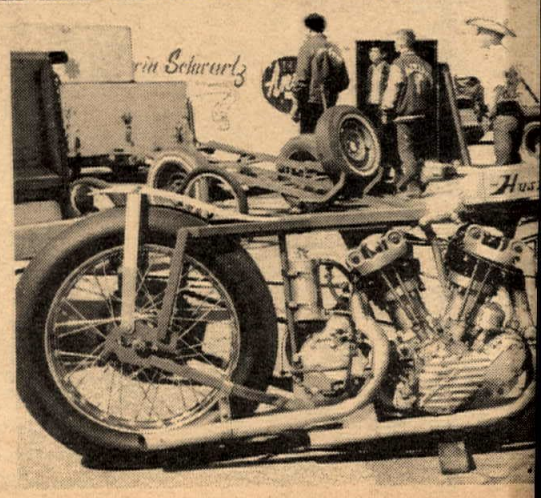
LIONS DRAG STRIP, March 2nd – Jack Linn filled in as pit director while yours truly was covering the Bakersfield meet. 43 machines showed up and although Jack may have pulled a couple of hands full of hair from his head, he did a very good job as pit director.

Moulders and Reese decided it was time to try out some fuel in their Norton, and so it was done. They took top bike awards. Runner-up was Bruce Miller. Don Harris had his twin engine Triumph out, but had chain problems.

In Street Division, Alan Wetherell had his hands full in B Street. Alan had five

Six of the fastest motorcycles in the West. From left to Gordon Kately, Bob Ables, Bill Chambers, Joe Smith.

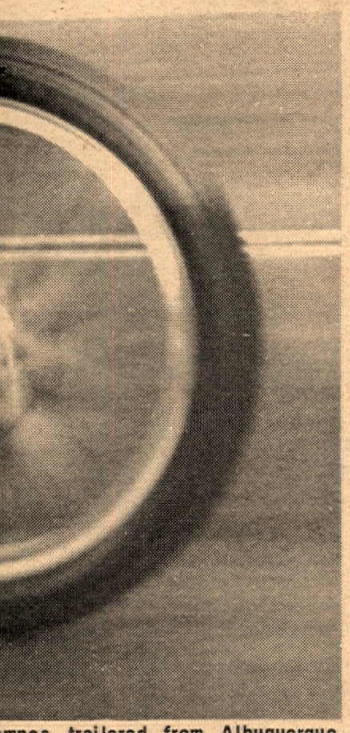
Dave N.M. motor



Bill Chambers 74-inch H.D. Knucklehead. First time o

Perris When It Drizzles - Wet & Wild

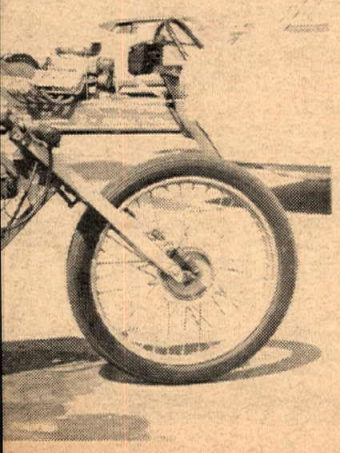
Sportster that runs on fuel. Not
Dave Campos' machine to burn
arter-mile.



mpos trailered from Albuquerque,
best E.T. of Bakersfield, California
le drag meet March 2nd.

ht: Bob Braverman, Dave Campos,

his class that he had to elimin-
he trophy.
were a couple of new bikes out
fied. Jack Murphy had a new
500 3-cylinder Kawasaki. Jack
blems so he loaded up before he
some more.
g surprise of the day was when
elasco showed up with a 350
one Roadracer and turned in the
His best was 12.52 E.T. and
.P.H. – out of sight! Brian Janes
his time down to 12.48 E.T. on
Suzuki.
Malcomson is doing real good.
ed in the fourteens. Not bad for
lady on a 175 Bridgestone.
Marks turned in the best time in
s. Charlie Cash in E Gas hasn't
problem yet. He still has to be
down the strip by Vince Rowles
so in that class.
(Results on page 16)



Sponsored by Pomona H.D.

Story and Photos by Manuel Burton

Remember all that mud on this page last week? That was from Perris, California instant moto-cross. And here is how it all happened:

PERRIS, Calif. Sunday, Feb. 23, 1969 – What started out to be a scheduled AMA District 37 Point Run turned out to be an unscheduled moto-cross race, forced on about 14 or so dedicated sportsmen by the heavy weekend rainfall.

The regular Perris T.T. course was pretty muddy. However, with the track rule that all bikes be equipped with Class C tires (the traction being not ideal for anything less than super-knobbys), therefore, the hosting San Bernardino Valley M/C Club elected to cancel the day's scrambles in view of the odds against them.

So, for the hardy souls who were game enough to have a whack at it, track owner Jerry Burton revved up his "Earth-Cat" and literally carved out a quick moto-cross course right through and across the regular track! He took in part of the surrounding hillsides, then cut across-country right into the area known as the "grvel-pit."

Now that pit was really something to see! It resembled a miniature Disneyland, because the trail went up and down, around the edge of a couple of pretty big ponds and down into the gravel bottom, up again onto the tacky trail around the "rock".

Riding this "instant course" would challenge the best of any moto-cross experts.

It was decided to have one 10-lap event for all classes running together at once – winner take all. Picture a row of riders, with everything from a 50cc to 650cc's on the line; rain coming down in a steady drizzle, and mud up to your shins – it was wet and wild!

Jerry Burton gave the group a starting signal and there was a slip and slidy turn around the rock like you've never seen! Bikes died in the infield with mud-clogged carbs, and the lucky ones went on their way.

Above: after the ball was over, Steve Nichols cleaned off with a full-clad shower, courtesy of Perris Park Gardening Dept. Right: Danny Hockie got in the swim, stayed in front of everybody to emerge relatively clean after day's impromptu moto-cross.

On the first lap Danny Hockie roared by on a highly-tuned Ossa followed by John Rice riding a sachs. Steve Nichols on a 100cc Yamaha came around in third place, with his dad Ray bringing up fourth. The rest of the field thundered by in succession making mud and water fly in all directions.

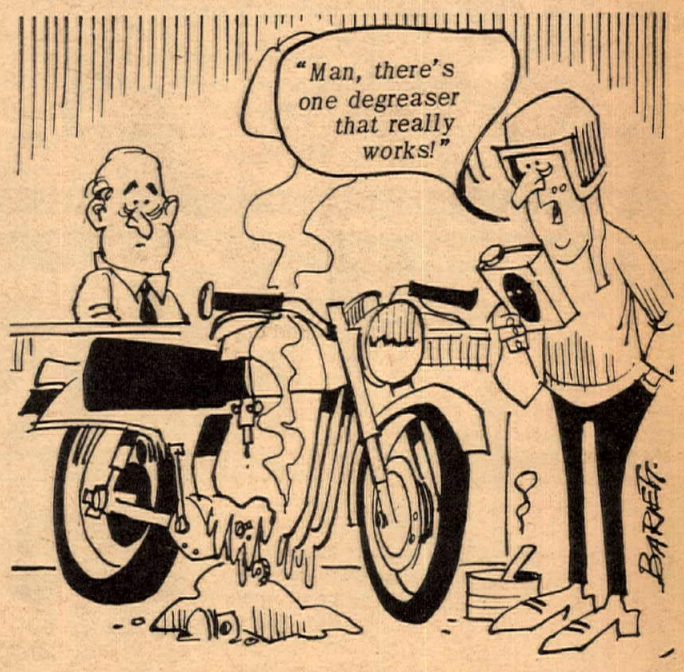
By now the other bikes and riders were a bit too muddy to be recognized; but one or two faces were just barely discernible – Honda mounted Bruce Ogilvie zapped by lap after lap, as did Bob Revett piloting a Yamaha.

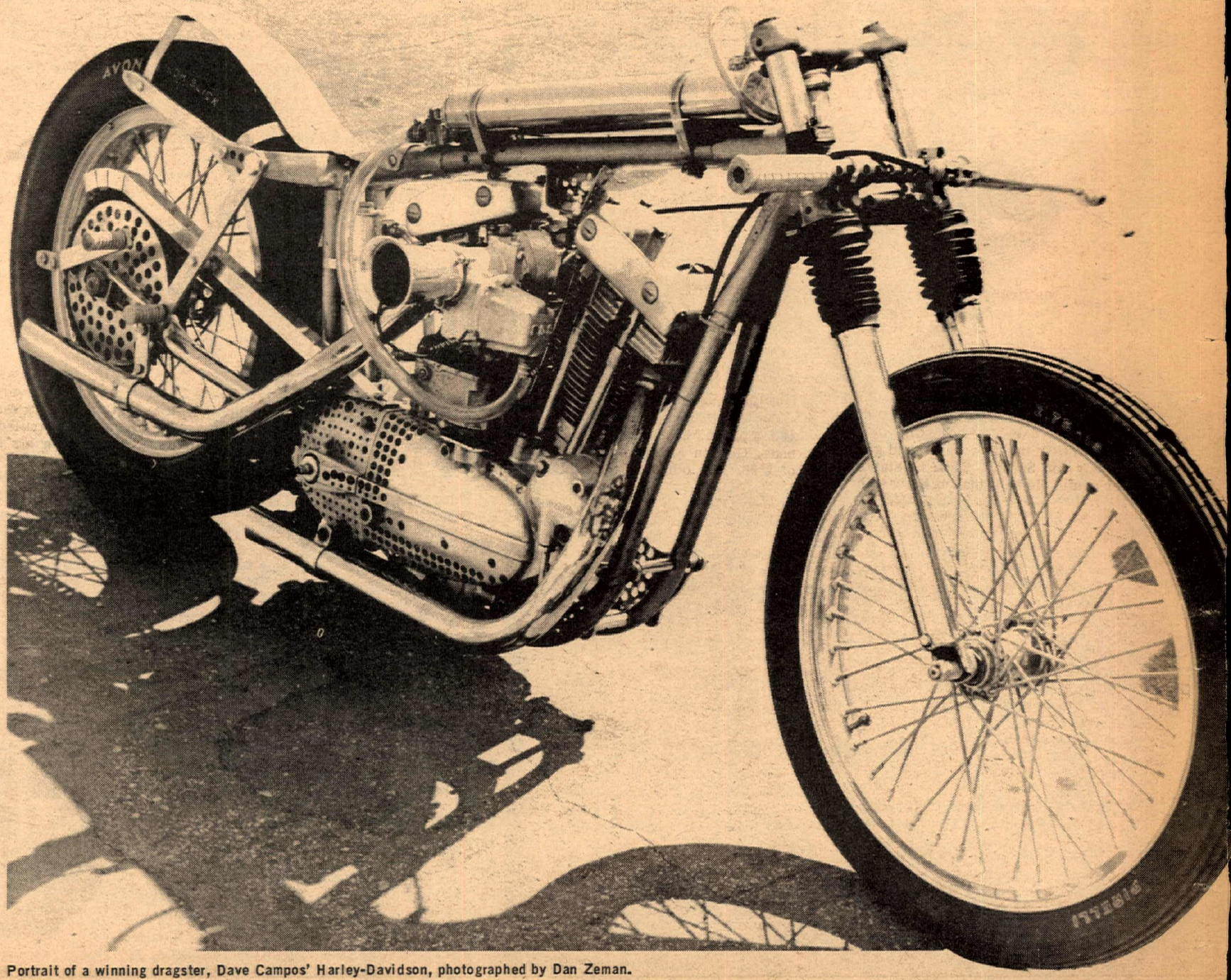
It was quite a sight to see, as there were chills and spills galore and you've gotta give those men credit – they sure put on one heck of a great show! It was well worth being there seeing.

Danny Hockie led the field all the way, full-bore through all that the course had to offer, finally took the checkered flag to win it.

Everyone concerned had a whale of a good time, and it seemed like the jolliest was John R, who said he was going to do more of this type of rding this year because it was so much fun.

After witnessing today's event first hand, this reporter agrees – what a blast!





Portrait of a winning dragster, Dave Campos' Harley-Davidson, photographed by Dan Zeman.

New Sears Point Road Race Course

Sears Point International Raceway held its first official press conference in San Francisco recently and divulged much of its racing program to the assembled news media.

This facility will operate mainly around a 2.5 mile, 12-turn road racing course with a fully operational drag strip under the sanction of NHRA. The first drag meet, a National open will be held March 8-9 with the first road racing to be done March 29-30.

Grandstands for 5000 are being permenently placed with another 5000 in temporary stock. Spectator facilities appear to be the greatest available which is quite a chance from what has often been seen in the past.

Of major importance is the announcement of the National AMA 125 mile road race to be held in early September. This will be a first for Northern California and should attract a huge amount of spectator appeal.

The spectator will be entranced once he has seen this fantastic facility as it sits on the side of a hill which provides full track view from many different spots.

What with this beautiful hill sittng, one is surprised that they have not set up a moto-cross series or enduros or even scrambles. But you can't expect everything.

Sears Point is located on Highways 37 and 121 in Sonoma, California, 35 minutes north of San Francisco via Highway 101.

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Choice of Champions

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100cc Class
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100cc Expert Class
1st Wayne Hosaka – HODAKA
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100cc Novice Class
1st Doug Maloney – HODAKA

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Scramblin' Around

By Maureen Lee

The District 37 (Southern California) scrambles referee's meeting went over very well last week and quite a bit of work was done towards completing our "Scrambles Check List" that will parallel the "Desert Check List" being used by desert clubs. Another thing discussed was the national points system being kept by the Worthington computers. We hate to say something is screwed up but when you read the following, you'll see what I mean, scrambles fans!

The only Regional Champion our District has is Steve Bast in the 175 class which is where he rides. Steve Nicholls is District 37 Champion in the 100 class with Freddie Edwards second. But Steve is also listed as 125 champion, with Ted Judge second and Jim Connolly third. Steve rides nothing bigger than a 50 or a 100 and Connolly either a Hodaka, an Ossa or his 360 Greeves. The mechanical brain lists Freddie as 250 Champion. In the 350-500 class, Steve Scott is first, followed by Jim Hunter and John Rice! Tying for first in the 500-750 classification are Al Holley and Ben Fakkeldy. Then in the 750cc up class, we find Terry Dorsch, Ben Fakkeldy and Mike Van Acker. Ben rides nothing but Open yet ended up in two classifications, 500-750 and then 750 up.

The clubs don't always report the results correctly to Worthington. One problem in District 37 is that we run classes differently than what the A.M.A. says they should be run. For instance, there are no 50's. It's 0-100, so to be kosher, according to the rule book, a 50 should take his chances with the 100's. If we can ever get this thing clear in our minds as to how these National points work, we'll pass it along!

We've now had our first points scrambles at the new track at Saddleback Park. The Sportsmen M.C. are the hosts and we hope all of you got to see the neat little booklet the club prepared on rules and regulations for the day. It gets the point across about what's a "no no" but with real humor. We especially liked the one about not harassing club officials except the referee, he's the only one with the answere and if there is one referee in District 37 you can't snow, it's Lyman Ham! He may not always agree with the rules, but he follows 'em!

Try and attend the next scrambles referees meeting. It's at the Burbank Poplar Playground, March 19th and even if you're not a club referee but are an interested party, attend and help make our scrambles better. We're making progress.

Trailsters' MOTO-CROSS

By Thomas E. Dilling

WILLOW CREEK, Calif., – Feb. 23 dawned as every other Sunday for the last two months, raining like Niagara. But as usual everyone ignored it and the snow warnings and mushed over the mountain for the Trailsters Moto-Cross.

The event was held on the tried and not so true rock garden course hinderland of the Trinity river. It's about 3/4 of a mile, if you don't measure the distance up and down from bouncing off the boulders. Use the wrong english off a rock and you are headed for the river.

Don McMorrow of Willow Creek used his Honda and normal race plan in the 0-100 class. He just rides off and lets everyone else scrap over second. Dave Luzzi and his Hodaka finally won that battle. Jerry Swaner stayed ahead of brother Mike long enough for second. Swaner and Swaner were Hodaka mounted.

The 250 B class showed plenty of class as Rich Matteoli took the lead in the first heat and ran off and left everyone while turning fantastic lap times. The second heat was black-flagged as during the drag race start, Matteoli and another rider tangled their bars and Rich was unhorsed. After leaving his machine he tried to fall a fir tree with his head. Rich was hospitalized later that night for observation and is at home now, doing fine.

At the restart Yamaha driver Dave Jackson was chased into first by "The Terror of Mad River", Dennis Taucher and his new Penton. This was his first competition and he looked real good.

Willow Creeker, Gene Harpe was first in the 251-Open on board his Maico. Husqvarna dealer Burl Zollo was second.

Parking Lot Scrambles Next

The next event of the series will be a Mud Scrambles at the parking lot of the T.T. track. There's still plenty of time to enter and shoot for those big trophies as all the events will be scored moto-cross style for final positions, not classes but overall points gained by each rider in all events. Classes by the way are 0-100, 101-250 and 251-Open. Mud Scrambles March 2, third meet March 23. The high point trophies will be awarded at the final run March 30.

Any individual rider or Club that is interested in any of our events can send their name and address to me and I will put it on the flyer mailing list that we are now compiling for all future events. Write to Tom Dilling, 3533 F Street, Eureka, California 95501.

(Results on page 16)

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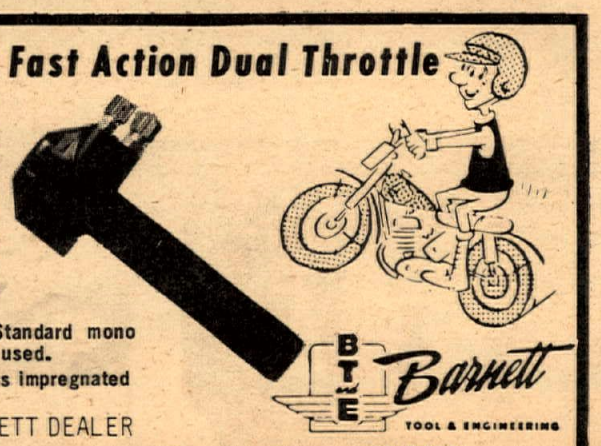
NEW Nylon Fast Action Dual Throttle



New from BT&E! Fast action ¼ turn throttle for 7/8" bar. Can be used a single cable as well as dual. When used for single cable dummy cable can be installed and carried as a spare.
Race proven, roll pin furnished for positive locking on handlebar. Unique casing lock. No split sockets to be lost.
No special cables needed. Standard mono bloc or concentric bowl cables used.
Light weight, made of fiberglass impregnated nylon.

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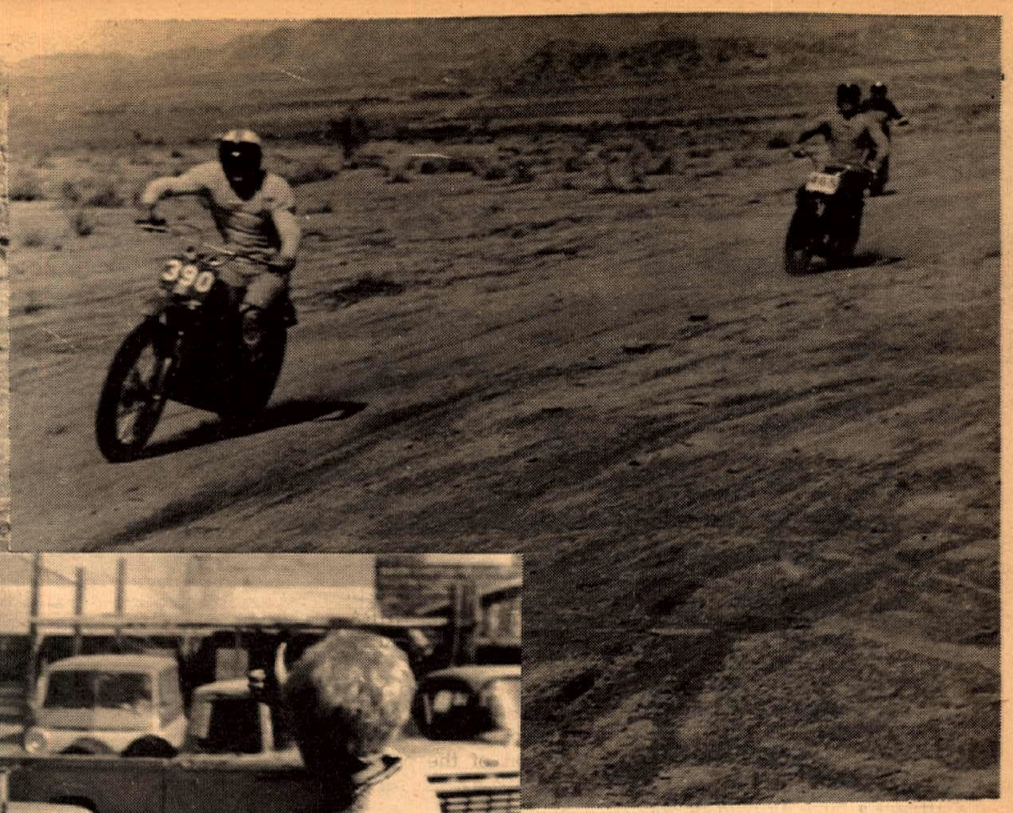
DESERT



Throttling down for the first turn after a wideopen desert start in Gary Westergaard, while at right, the trailbikes follow the course around the truck.

Story and Photos by Dick Wright

DEADMAN'S POINT, Calif. Mar. 2 – If you have never been to one of the monthly European Scrambles at this desert hideaway, you have missed one of the best family campsites in the desert. It has everything a motorcycle enthusiast wants from a friendly dancehall with guitar and a western band, a beautiful rock harbor to protect the campers from the wind, to plenty of room to race in, with space left over for the kids and their minibikes.

There were 213 riders this sunny morning, getting ready for the first one-hour race which would start at 10 a.m. There would be three races in all, with the 100cc's going off first, then the 250's, and the combined 500 and Open event.

The course is changed a little each month, but the starting area is always the same: A wideopen, flat stretch of desert with plenty of treacherous and choppy jumps that can throw the unsuspecting rider on his ear at speed.

it is one mile to the first 45 degree left turn around a parked truck, then a half-mile to the next truck and straight back over another rough and choppy trail that is as fast as the individual rider makes it. This is a mile-long trail going over the road crossing and the water run-off ditches, then heading for the left turn through a corral and angling toward a miner's shack. A couple of wild bank turns and a few jumps around the huge rock formation brings the course back through the pits where the riders can do their wheelies and broad slides to the delight of the spectators.

After each race meeting at 2 p.m. a trophy presentation is held to present the awards for the previous month's events, and then the band beats up a storm.

The eventual winner of the 100cc class was Jeff Wright, #15 on a Steen SS Hodaka, but he had to fight off a determined bid from Gary Griffin, #23, who passed him a couple of times in the fast back-stretch and finished only one foot behind him on his Zundapp.

Curvy fan waves Ray Perkins on to a finish in the top 20.

Larry Pfutzenreuter, #42 on a Bultaco, took a spectacular win in the 250cc class, lapping almost all but the front runners and really making it. Second in was Dick Breker on a Bultaco. Tracy Saylor, took the 125cc class on a new Yamaha.

Fifteen-year-old Bruce Gray, #254, brought his hot Husky to the checkered flag for the win in the combined 500 and Open class. This kid is a real up-and-coming desert challenger.

Some detestable person stole proceeds from the Lytle Creek Enduro held February 16, 1969. They burglarized the club trailer. So a raffle for a new Kawasaki 90 trail bike will be held in order that trophies may be properly presented for the run. The drawing is scheduled for the night of the trophy presentation, tentatively set for April 1st. Tickets for a chance on that little trail bike are only $1 each. Send a tax deductible check for one or more raffle tickets to "Lytle Creek Benefit Raffle," care of Dub's Cycle Sales, 434 West 40th Street, San Bernardino, California 92407. Phone (714) TU 2-1818. Your drawing ticket stub will be returned to you in the mail.

(Results on page 16)

Above: Dick Brecker's shirt says "SLED DRIVERS". Below, left: cycle action brings many families to the Calif. desert.

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Road Racing Fails, Moto-Cross Carries On

By Bill Harmer

CARLSBAD, Calif. Feb. 16, 1969 – Although entries were held open until 1 p.m. only eight riders signed up and the CMC was forced to cancel its mid-winter road race here today.

It probably spelled "Finis" to Road Racing at the Carlsbad Raceway. The promoters and owners indicated that the constant lack of attendance both by participants and spectators had decided them to discontinue the "pavement" programs but that the moto-cross races will be continued.

M.R.I. TO HOLD ELECTIONS

As the 1969 professional racing season begins in earnest, Motorcycle Racers, Inc. has scheduled its first General Membership Meeting of the year for Tuesday night, March 25. The location is 5250 W. Imperial Hwy., Los Angeles, just west of the San Diego Freeway, and the meeting will begin promptly at 8:30 p.m.

The evening's business agenda includes election of officers to the M.R.I. Board of Directors, discussion of new AMA rules, plus other related topics regarding the '69 season – such as purses.

All members, past or present, of the only active non-profit group of professional racers and tuners in the U.S. – as well as interested parties – are cordially invited to attend.

Taft California
Rough Scrambles Race (A.M.A.)
February 23, 1969
125cc Novice
1st place MB XC100
Eldon Carroll

MB SPORTCYCLES • 311 E. ALEXANDER AVE., TACOMA, WASHINGTON 98421

RESULTS

CALIF. STATE POLYTECHNIC COLLEGE
San Luis Obispo Associated Students, Inc.
19th ANNUAL HI MOUNTAIN ENDURO
February 16, 1969

1.	1st 250B	Gerald Knecht	Yam
2.	1st 125A	Dave Ekins	H-D
3.	1st 450A	J.E. Edwards	Hus
4.	1st 250 A	Gerald Newson	Bul
5.	2nd 125 A	Al Rogers	Sac
6.	2nd 250 A	David Ambuehl	Yam
7.	2nd 125A	Jack Lee	Pen
8.	3rd 125A	Jack Krizman	H-D
9.	1st 450B	Leonard Erickson	BSA
10.	4th 125A	Ted Lapadakis	Sac
11.	2nd 450B	Robert Moll	Hus
12.	1st 125B	Jack Williams	Zun
13.	1st 125B	Dave Ow	Zun
14.	1st Open A	Jesse Goldberg	Tri
15.	2nd 250B	Dave Rockland	Hus
16.	3rd 250A	Malcolm Smith	Hus
17.	2nd 250B	Mike Jimenez	Gre
18.	3rd 450B	Glenn Colby	Mai
19.	3rd 250B	Jack Harknes	Bul
20.	4th 250B	Howard Howell	Yam
21.	5th 125A	Ken McLaughlin	Hon
22.	4th 250A	Scott Diffenbaugh	Suz
23.	5th 125A	Bob Arison	Sac
24.	5th 250B	Paul Whitney Jr.	—
25.	5th 250B	Daryl Hall	Hus
26.	2nd 450A	W. Sumner	BSA
27.	4th 450B	Joe Theroux	Gre
28.	3rd 450A	Cal Bottom	Mai
29.	6th 250B	Dare Green	Yam
30.	6th 250B	Cloyse Holland	Bul
31.	6th 250B	Skip Hetrick	Gre
32.	6th 125A	Steve Hurd	Kaw
33.	7th 250B	Roger Twedell	Yam
34.	7th 125A	Ron Cox	Hon
35.	8th 250B	Jim Ward	Yam
36.	8th 250B	Mike Hewitt	Gre
37.	5th 450B	Peter Laskier	Hus
38.	8th 125A	Hank Keough	Pen
39.	4th 450A	D. Wilson	—
40.	5th 250A	B. Redwood	Gre
41.	2nd Open A	Tom Center	Tri
42.	9th 250B	Marc Whitten	Hus
43.	2nd 125B	Gene Cannady	Hod
44.	9th 250B	Dick Young	Yam
45.	6th 250A	Less Dunning	Yam
46.	5th 450A	George Flagel	Gre
47.	7th 250A	Frank Rodgers	Mon
48.	10th 250B	Howard Grisham	Yam
49.	11th 250B	Dick Sowell	Yam
50.	3rd 125B	Barney McCay	Pen
51.	1st Open B	Dana Austin	Tri
52.	8th 250 A	Bill Ocheltree	Gre
53.	6th 450B	Tom Miles	Bul
54.	9th 125A	Frank Sherrill	Hon
55.	12th 250B	Dan Dunning	Yam
56.	10th 125A	Bill Reynolds	Hon
57.	6th 450A	Ken Rogers	CZ
58.	6th 450A	Conrad DeAlba	Hus
59.	13th 250B	Jack Milne	—
60.	11th 125A	Ed Crowell	Hod
61.	4th 125B	Dennis McCay	Kaw
62.	9th 250A	Bud Goosen	Bul
63.	7th 450A	Keith Cornick	Hus
64.	5th 125B	Johann Tam	Hon
65.	5th 125B	Ellis Taylor	Sac
66.	2nd Open B	Ventura Rodriques	BSA
67.	14th 250B	Bill Dauyeur	Yam
68.	15th 250B	Dave Garrett	Gre
69.	7th 450B	Dick Lathrop	BSA
70.	7th 450B	Dick Miller	Hus
71.	8th 450A	Don Wimpress	Gre
72.	16th 250B	Leonard Dobbs	Gre
73.	16th 250B	Ron Breshears	Gre
74.	3rd Open A	William Grossi	BSA
75.	4th Open A	Earl Wilson	Tri
76.	9th 450A	Doug Fine	BSA
77.	3rd Open B	Gary Leupold	Tri
78.	10th 250A	George Green	Hus
79.	5th Open A	Eddie Day	Tri
80.	17th 250B	Dick Deeg	Yam
81.	6th Open A	Jay Bellach	Tri
82.	10th 450A	Robert Steffan	H-D
83.	11th 250A	Dick Smith	Gre
84.	7th Open A	Jim Bellach	Tri
85.	18th 250B	Tom Martin	—
86.	12th 125A	Ray Ruppel	Pen
87.	19th 250B	Al McDonald	—
88.	20th 250B	William Trumbull	Yam
89.	8th Open A	Mike Pygeorge	BSA
90.	8th Open A	Lenis Milligan	Grm
91.	4th Open B	Sandy Marks	Tri
92.	6th 125B	Dave Mey[illegible]	Pen
93.	8th 450B	Don Dixon	Mai
94.	12th 250A	Jack Norman	Gre
95.	9th 450B	Richard Underkofler	BSA
96.	5th Open B	Jack Wilson	BSA
97.	21st 250 B	Rich Nydam	Yam
98.	7th 125B	Robert Tijerrild	Hon
99.	9th Open A	Jack Lund	Tri
100.	10th Open A	Earl Freeland	Tri
101.	13th 250A	Dick Rogers	Suz
102.	22nd 250B	Gene Hewitt	Yam
103.	14th 250A	Emerson Pachaud	Gre
104.	23rd 250B	Leonard Reed	Yam
105.	6th Open A	Jack Hein	—
106.	24th 250B	John Ostini	Bul
107.	25th 250B	Steve Snider	Bul
108.	7th Open B	Carl Bisband	Tri
109.	15th 250A	Arlon Shannon	Bul
110.	26th 250B	T.K. McGeachin	Bul
111.	27th 250B	B.M. Hodge	Bul
112.	28th 250B	Gary Montgomery	Kaw
113.	8th 125B	E.C. Birt	VT
114.	8th Open B	Gary Beck	Tri
115.	9th 125B	John Langlo	Pen
116.	29th 250B	C. McDonald	Yam
117.	10th 450B	Ronald Grover	Hus
118.	11th 450B	Dillon Cook	—
119.	30th 250B	R. Weddle	—
120.	31st 250B	Ruben Jaramillo	—
121.	32nd 250B	Steve Mytrysak	Bul
122.	33rd 250B	Bill Pfeffer	—
123.	10th 125B	Bill Tjerrild	—
124.	9th Open B	George Clark	—
125.	34th 250B	Charles Frates	Yam
126.	10th Open B	Al Horn	Tri
127.	10th Open B	Howard Huffman	Tri
128.	35th 250B	Fred Manning	Gre
129.	12th 450B	Brian Slark	BSA
130.	11th 125B	Mike Amato	Hod
131.	36th 250B	Oscar Urban	Hus
132.	13th 450B	Mike Holliday	Mai
133.	37th 250B	Keith Marshall	Gre
134.	16th 250A	Marvin Shafter	—

1st TEAM
Al Rogers — 2956 pts.
Ted Lapadakis
Bob Arison

2nd TEAM
Jack Krizman — 2916 pts.
Robert Steffan
Dave Ekins

KERN COUNTY RACING ASS. GAS & FUEL CHAMPIONSHIP Bakersfield, Cal.
March 2, 1969

By Dan Zeman

TOP BIKE ELIMINATOR:
Gordon Kateley — H-D
RUNNER UP
Dave Campos — H-D

LIONS DRAG STRIP
Wilmington, Cal. Mar. 2, 1969

TOP FUEL			
Moulders & Reese	10.95	126.40	Nor
STREET			
AA – Steve Kewish	12.50	107.00	H-D
A – Will Hodges	13.28	96.77	H-D
B – Alan Wetherall	13.26	100.78	BSA
C – Mervan Craig	14.12	96.77	Hon
D – Richard Martindale	14.67	86.28	Yam
E – Larry Wakatsuki	16.43	77.22	Suz
F – Mike Velasco	19.02	68.00	Bri
MODIFIED			
AA – Miller & Brackett	11.14	124.13	H-D
A – Bud Johnson	12.45	108.00	H-D
B – Grant Hannah	12.18	110.82	Tri
C – Ron Sommers	12.58	104.84	Suz
D – Mike Velasco	12.52	112.78	Bri
E – Brian Janes	12.48	106.38	Suz
F – Donna Malcomson	14.62	87.67	Bri
GAS			
A – Tim Mark	11.55	123.11	H-D
B – Weisman & Kelm	—	—	Tri
C – Mike Cash	11.81	114.57	Suz
E – Vince Rowles	12.45	108.47	Suz
F – Stan Smith	17.18	74.75	Bri
SIDE HACK			
B – A. Neubrand	—	—	BMW

DEADMANS POINT DESERT CHALLENGERS
Feb. 2, 1969

100cc CLASS
1. Gary Griffin — Zun
2. Elton Forsyth — Hod
3. Fred Helm — Sac
4. Larry Upp — Hod
5. Denny Groover — Hod
6. Larry Hern — Bri
7. George Schmid — Hod
8. Larry Sebastuan — Sac
9. Richard Mark — Hod
10. Mike Priest — Hod
11. Harold Fletcher — Hod
12. Bryar Holcomb — Hod
13. John Sundeen — Hod
14. John Mills — Pen
15. Brian Akers — Yam
16. Joseph Ambrose — Suz
17. David Anstead — Sac
18. John Scott Smith — Hon
19. C. Duane Smith — Vit
20. Dennis Housley — Yam
21. Craig Forney — Hod
22. Dwight Summers — Bul
23. Pat Rodgers — Bul
24. James McLemore — M.B
25. Bill Spann — Hon
26. Mark Rader — Hod
27. Jeff Wright — S-S

250cc CLASS
1. Larry Bergquist — Bul
2. Dave Fletcher — Hus
3. Al Hillan — Hus
4. John Huegel — Yam
5. Dave Brooks — Bul
6. Norm McDonald — Yam
7. John Roush — Bul
8. Dick Wright — Gre
9. David Lopera — Hus
10. Mickey Alzola — Mon
11. Rick Wright — Hus
12. Dick Breker — Bul
13. Bob Rasmussen (First 125cc) — Pen
14. Ken Newton — Yam
15. Geral Yarbrough — Bul
16. Carl Gordon — Yam
17. Larry Donohew — Yam
18. Bob Revett — Yam
19. Chuck Sugar — Bul
20. Lyle Wampler — Bul
21. Bruce Belden — Yam
22. Dwayne Blaskowsky — Bul

OPEN CLASS
1. Lon Peterson — Mai
2. Mike Payse — Gre
3. Bruce Gray — Hus
4. Kurt Lohmeyer — Bul
5. Dale Calhoon — Hus
6. Ed Enochs — Mon
7. Carl Spahr — Ind
8. Frank Cochran — Hus
9. Jim Salum — Bul
10. Jim Rowe — Mai
11. Del Lowen — Duc
12. Ron Farmer — Mon
13. Ron Bussear — Hus
14. #56P
15. Don Melton — Mai
16. John Nyman — Mai
17. Ferris Smith — Tri
18. Martin Gendron — Mai
19. Ray Perkins — Tri

TRINITY TRAILSTERS MOTO-CROSS
Willow Creek, Calif.
Feb. 23, 1969

By T. Dilling

0-100	
Don McMorrow	Hon
Dave Luzzi	Hod
Jerry Swaner	Hod
Mike Swaner	Hod
250 A	
Brian Lee	Yam
Ray Crivello	Bul
Bill Hunter	Yam
Jay Stradley	Hus
250 B	
Dave Jackson	Yam
Bill Coe	Yam
Rich Matteoli	Yam
Dennis Taucher	Pen
251-OPEN	
Gene Harpe	Mai
Burl Zollo	Hus

MOTO CLUB LATINO TT
Mexicali, Mex., 2-23-69

By Richard Ray

50cc NOVICE	
Juan Medina	Hon
H. Califa	Hon
Enrique Martinez	Yam
100cc NOVICE	
Doug Maloney	Hod
Jose Sanchez	Yam
Paul Hedger	M-B
100cc EXPERT	
Wayne Hosaka	Hod
Jim McGuire	Hod
Don Watkins	Sac
200cc NOVICE	
Jose Sanchez	Yam
Leonardo Medina	Kaw
Johnny Montez	Kaw
200cc EXPERT	
Jim McGuire	Hod
250cc NOVICE	
Pat Hayes	Bul
Mark Carbonie	Kaw
Leonardo Medina	Kaw
250cc EXPERT	
Tom Halford	Bul
Wayne Hosaka	Hod
Jim McGuire	Hod
OPEN NOVICE	
Mark Carbonie	Kaw
John Taylor	Bul
Pat Hayes	Bul
OPEN EXPERT	
Larry Minton	BSA
Jim Harmon	Nor
Tom Halford	Bul
POWDER PUFF	
Nora Ray	Kaw
Annie Chiara	Hod
Carol Andrews	Yam

SIMI VALLEY M.C. MOTO-CROSS
Mar. 1 & 2, 1969

EXP/NOV. 125cc	
1. Mike Rendich	Bul
2. Tom Hoyle	Hod
3. Rich Buchan	Hod
4. Chick Woody	Yam
EXP/NOV. 250cc	
1. Stan Johnston	Hus
2. Steve Ranta	Bul
3. Don Finley	Yam
4. Hadey Pace	Yam
EXP/AM. 350cc OPEN	
1. Feets Minert	BSA
2. John Maynard	Hus
3. Bob Campbell	Hus
4. Jim Fitzgerald	Mon
NOVICE–350 OPEN	
1. Rodger Flaming	Mai
2. Dick Fichtner	Hus
3. Mike Chamblain	Hus
4. Ron Clawsen	Hus
POWDER PUFF	
1. Sally Jimenez	Bul
2. Joe Kicenski	Sac
3. Eulene Long	Hod
4. Sharon Henwick	Hon

ASCOT TT 100 LAP
March 2, 1969
Gardena, Calif.

By Maureen Lee

Skip Van Leeuwen	Tri
Dusty Coppage	Tri
Eddie Mulder	Tri
Mert Lawwill	H-D
Gene Romero	Tri
Harlan Bast	Tri
Sonny Burres	Tri
Larry Wilburn	Tri
Dick Mann	BSA
Ralph White	Tri
Rich Thorwaldson	Tri
Keith Mashburn	Tri
Bill Manley	Tri
Ben Fakkeldy	Tri
Doug Christopher	Tri
David Aldana	BSA
Grant Brown	Tri
Eddie Wirth	BSA
Jim Rice	BSA
D.N.F.	
Don Dudek	Tri
Bruce Anderson	Tri
Paul Bostrom	Tri
Don Haaby	H-D
Jack Simmons	Nor
Mike Haney	Tri
Butch Landguth	Tri
Mark Brelsford	H-D
Dallas Baker	BSA
Bob Bailey	Tri
Jim Odom	Tri
Reg Chosney	Tri
Alex Chinowski	Tri

PROSPECTORS GOLD RUSH ENDURO
February 2, 1969 (443 Entries)

1.	L. Freeman	A/H	Tri
2.	N. Jones	A/H	Tri
3.	C. Jiles	A/H	Tri
4.	B. Hanseman	A/H	Nor
5.	G. Green	A/H	Hus
6.	R. Chase	A/H	Nor
7.	D. Eckhart	B/L	Yam
8.	D. Evans	B/L	Bul
9.	T. Ruddy	A/L	Kaw
10.	C. Brewster	A/H	Tri
11.	E. Wight	B/H	Tri
12.	D. Oakley	A/H	Gre
13.	B. Steffan	A/H	H-D
14.	D. Smith	A/H	Gre
15.	B. Redwood	A/L	Gre
16.	D. Ekins	A/T	H-D
17.	R. Sheriden	B/L	Yam
18.	R.N. Jonnum	B/H	Nor
19.	M. Bubeck	A/L	Hod
20.	M. Perry	A/L	Gre
21.	D. Garrett	B/L	Gre
22.	D. Dean	A/H	Gre
23.	J.V. Crow, Jr.	A/H	Tri
24.	J.V. Crow, Sr.	A/H	Hus
25.	E. May	B/H	Tri
26.	B. Hall	B/H	Tri
27.	G. De Witt	B/L	Hus
28.	P. Bogardus	A/H	Tri
29.	D. Adams	B/H	BSA
30.	W. Baehr	A/H	Hon
31.	D. Massingham	B/L	Bul
32.	B. Grove	B/L	Bul
33.	L. Dunn	B/T	Hod
34.	G. Littlefield	A/L	Yam
35.	A. Giuliany	B/T	Zun
36.	R. Hess	B/L	Gre
37.	R. Nickelsen	B/T	Hod
38.	M. Magiun	B/H	Gre
39.	E.D. Angell	B/H	Tri
40.	W. (Buck) Smith	A/H	Tri
41.	D. Holeman	A/H	Mai
42.	Tom Hagen	B/T	Hon
43.	W. Albright	B/H	BSA
44.	D. Smith	A/L	Tri
45.	P. Adams	B/H	Tri
46.	J. Norman	A/L	Gre
47.	D. Christensen	B/L	Yam
48.	Edward Gardner	B/L	Hus
49.	W. Wrwike	B/H	Mon
50.	P. Eichman	A/L	Bul

TROPHY PRESENTATION WILL BE APRIL 11, 1969, 8 p.m. Property Owner Hall, 540 Rosecrans Ave., Manhattan Beach, California

ROAD RIDERS COMMITTEE of So. Calif. Points Standing as of March 3, 1969

MALE SOLO	
Wayne Bonnett (Lucky Wheels)	212
Lamar Haywood (Toppers)	206
Bob Decker (Toppers)	202
Wally Gilman (Ace of Clubs)	201
Odie Porterfield (Overlanders)	190
PASSENGER	
Vi Bonnett (Lucky Wheels)	211
Delores Decker (Toppers)	201
Barbara Deckard (Ace of Clubs)	191
Betty Ott (Lucky Wheels)	187
Mary Strid (Ace of Clubs)	172
LADY SOLO	
Velma Collins (Jaspers)	153
Dot Porterfield (Overlanders)	150
Judy McCombs (Overlanders)	126
SIDECAR	
Phyllis Clark (Motor Maids)	179
Don Gorner (Jaspers)	134
Sherm Ames (Centaurs)	78
CLUB PERCENTAGE	
Overlanders	55%
Toppers	44%
Jaspers	43%
Ace of Clubs	36%
Lucky Wheels	25%

BLUE WASH, AMRA HARE SCRAMBLES, Feb. 23, 1969
Phoenix, Ariz.

By Matt Glover

0-125cc	
1. Findlay	Pen
2. Eshenbaugh	Pen
3. Marble	Bul
4. Bartlett	Yam
5. Alderman	Yam
6. Croye	Yam
7. Klecak	Hon
8. Cramer	Bri
9. Kawlok	Kaw
10. Baker	Hon
11. Roberts	Kaw
125-250cc	
1. Boaz	Yam
2. Ketchum	Hus
3. Thornton	Gre
4. Leisner	Yam
5. Wouter	Yam
6. Birkensleth	Yam
7. Webb	Yam
8. Villopoto	CZ
250 – OPEN	
1. Tom Sasser	Hus
2. Dawson	Mai
3. Coldwell	Mai
4. Cox	Bul

SILVER CITY SCRAMBLERS MOTO-CROSS
Las Vegas, Nev.
Feb. 16, 1969

By Kibby Scales

125cc NOVICE	
D. Saavedra	Pen
D. Wilder	Hon
S. Johnson	Hod
125cc AMATEUR-EXPERT	
T. Scales	Pen
D. Statlander	Yam
C. Folks	Sac
250cc NOVICE	
B. Mikulski	Hus
J. Harber	Gre
D. Benson	Yam
250cc AMATEUR-EXPERT	
M. Switzer	Gre
C. Folks	Hus
T. Kaiser	Bul
500cc NOVICE	
N. Thomson	Hus
S. Shaw	C-Z
B. Williams	Bul
500cc AMATEUR	
P. Harber	Gre
D. Cunningham	Hus
R. Van Buskirk	C-Z
500cc EXPERT	
M. Switzer	Gre
C. Hatcher	Mon
R. Miller	Mon

RESULTS

SALINAS WINTER SCRAMBLES
February 23, 1969

By Dale Wm. Ivan

200 NOVICE
George Schaffer — Oss
Steve Pestoni — Suz
Dale Ivan — Bul

200 AMATEUR
Len Garcia — Bul
John Brown — Hon
LeRoy Owens — Bul

250 NOVICE
Don Avery — Bul
Paul Hughes — Yam
Larry Ringlee — Oss
Fred Meyer — Yam

250 AMATEUR
1. James Thompson — Kaw
1. Chris Willems — CZ
Jim Holmes — Bul
Dave Harris — Bul

250 EXPERT
Scott Diffenbaugh — Suz
Gene Conant — Bul
Ray Juff — Yam

375 NOVICE
Ron Johnson — Mai
Bill Dekking — Mon
Mike Melvin — Mon
Rich Ayala — Mon

375 AMATEUR
Don Chisholm — Gre
James Booth — Mai
Dan Wilson — Mai
Brad Lackey — Mon

375 EXPERT
Ray Clausen — Mai
Dario Scarabosio — Mai
Phil Cancilla — Am. Ea

500 NOVICE
John Bass — BSA
Dick Harvey — BSA
Wendell Davidson — BSA
Keith Espindola — Tri

650 NOVICE
Fred C — Tri
Roy Geddie — BSA
Paul Karpinski — Tri
Bill Chisholm — BSA

650 AMATEUR
Jim Chisum — BSA
Jan Mireault — BSA
Bill Budde — BSA
Mack Gibbs — BSA

650 EXPERT
Ray Huff — BSA
Rodney Norrgard — BSA
Elmer Gantry — Tri

U.S. FIRST DAYTONA COVERAGE IN CYCLE NEWS NEXT WEEK

ADELANTO T.T.
March 2, 1969

By Ray Cooper

NOV. 100cc
Doug Mason — Kaw
Jeff Sexton — Hon
Dean Preston — Bul
Bob Sanders — Yam

AMATEUR 100cc
Ron Powell — Kaw
Kirk Redding — Bri
Karl Wilson — Hon

EXPERT 100cc
Richard Sweany — Kaw
Earl Roloff — Yam
Dale Hopkins — Suz

NOVICE 250cc
Doug Mason — Yam
Larry Hardison — Bul
Garry Bochkay — Yam
Gary Shafer — Bul

AMATEUR 250cc
Michael Rendich — Bul
Fran Assad — H-D
Loyal Penn — Bul

EXPERT 250cc
Bill Bartels — H-D
Bob Hardison — Yam
Eric Olesen — Yam

500cc
Ray Shafer — Tri
Alan Reed — Mai
Gary Shafer — Bul

OPEN
Jim Harmon — Nor
Buddy Carter — Tri
Guy Smith — Tri

Vegas Groundshakers Scrambles

Eventual winner Casey Folks shows how to cool it on the tricky downhill. Almost every rider in the 125cc class unloaded here at least once, some as spectacularly as the chap at right.

By Bud Tourtellotte

LAS VEGAS, Nev. March 3– The Groundshakers M.C. of Las Vegas sponsored the first European-type scrambles race ever held in Southern Nevada over three miles of rugged desert terrain in the foothills of the Black Mountains south of the city.

The course included varied sections encompassing a short desert portion, a mile of rough dirt road, a steep 25-foot drop into a half-mile of gravel wash and three severe uphill climbs back onto the start-finish section. In spite of the severity of the terrain, average speeds in excess of 36 mph were turned in by winners in both classes.

Two, hour-long races were run, the first for 0-125cc machines and the second for 251cc and up. The little bikes provided spectators with some of the most spectacular and frequent action ever witnessed hereabouts as the 15 entrants charged hard over the powdery course. Sachs-mounted Casey Folks led all the way to capture first, followed by Tom Scales on a 125-Penton.

In the big bike race thirty hot two-strokes and one Harley Sprint chruned over the course led by Max Switzer on a 360 Greeves. Bad luck caught the leader when no other bike could, and sidelined the big Greeves with carb trouble on the last lap of the 60-minute go. Bill Hill on a 250 Greeves swept on to win, followed by Terry Griebel (360 Greeves). Bob Mikulski (250 Husqvarna) was high-placed novice.

Riders and spectators agreed that the first European scrambles was a complete success and that the course was the most interesting and challenging ever prepared in the Las Vegas area.

Partial Results

First race for 0-125cc machines: 1st Casey Folks, 125 Sachs. 2nd Tom Scales, 125 Penton.

Second race for 251cc and up: 1st Bill Hill, 250 Greeves, 2nd Terry Griebel, 360 Greeves.

Novice class: 1st Bob Mikulski, 250 Husqvarna.

33 – 33 – 33 – 33– 33 – 33– 33– 33 – 33
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MEXICO MOTORCYCLE RACING

The start of a clear day.

Tight turns and keen competition.

By Richard Ray
Photos by World Features, Inc.

MEXICALI, Mexico, Feb. 23, 1969. The T.T. races held here this Sunday were nearly perfect as far as weather is concerned. While L.A. fought rain, mud, and just plain bad weather, the Mexicalians and their guests enjoyed bright sun and 70 degree temperatures. The turnout was excellent, with many top riders from Arizona and Southern California on hand.

The 50cc class was, as usual, swept by local riders. They had more competition than ever before, however, as for the first time some Americans were entered.

The 100 expert class was won by Wayne Hosaka on an exceedingly fast Hodaka. Hosaka is presently looking for an Amateur ride at Ascot.

The large number of bikes in the 100 novice class combined with the rather narrow groove track to make the going difficult for all concerned. However, it also made the racing very exciting to watch. One of the Mexicali riders, Jose Sanchez, on a Yamaha, came in second to San Diegan, Doug Maloney, amidst loud cheering from his countrymen. Paul Hedger gave both men a rough time, but he and his Moto Beta ended up third.

For the first time on a Mexicali track there was also a Powder Puff class. The most notable entry was Annie Chiara from San Diego riding a Hodaka. Annie outdistanced everyone easily in the first two motos, but an unfortunate spill in the third gave the overall win to Nora Ray on a Kawasaki. Carol Andrews took third on a Hodaka, with Jamie Horstman placing fourth on a Yamaha.

Many 100cc riders also entered the 200cc class. In fact, both the novice and expert divisions were won by 100cc bikes. Jim McGuire took first expert and Yam. mounted Jose Sanchez took first novice. Second and third place novice were both 175cc Kawasakis, ridden by Leonardo Medina from Mexicali, Mexico and Johnny Montez from Imperial Beach, Calif.

The 250 novice class had many good riders on good machines. Pat Hayes from Arizona led most of the time on his Bultaco and took the win. Medina came back again on a Kaw. to get third in this class.

The 250 expert was short on riders, but the racing was good enough to make up for it. Wayne Hosaka and Jim McGuire, still on Hodakas, gave all the bigger bikes a hard time and finished second and third. Bultaco mounted Tom Halford took first.

Ando bolando bajo.

Mark Carbonie was back again in the Open novice class, and this time he won. He did some pretty spectacular riding, like shooting down the straight all crossed up.

Larry Minton, riding a BSA, won two out of the three motos in the Open expert division to place first. Jim Harmon, a noted racer from San Diego, won one and came close in the other two for 2nd.

Only three mini bikes showed up for their race, but they all gave it a good try. Roby Desmond from Yuma was the winner, with his brother Cord coming in second.

(Results on page 16)

Phoenix, Arizona Hare Scrambles

By Matt Glover

BLUE WASH, ARIZONA Feb. 23 – It rained hard Saturday afternoon, but then it cleared. The course was changed to avoid a realy soggy stretch away down at the south end of the wash. The first hare scrambles check-point was placed about a mile down the wash and the trail started there up through the chaparral and cactus. Another check-point was near the end of the trail coming into the wash.

There were seventy five entrants, coming from California, Las Vegas, Flagstaff, Tucson and the Phoenix area. The 125 tiddlers went four laps, on a two minute late start behind the 250 middlers and Open iron who had at it for seven laps. A little over two hours of riding.

A good fast start and the rush to the first check-point. Sixty-seven bikes came through the first lap with Brian Ross (Duc) just ahead of Bryon Boaz (Yam), followed by Tom Dawson (Mai), Tom Sasser (Hus), John Miller, Jr. (Hon) and Ketchum (Hus).

Ross broke a chain during the second lap and retired as he was giving Boaz a real test. On the fourth lap Boaz had a three minute lead over Sasser who had moved up into second, followed by Miller and Dawson. Each lap Boaz gained about a minute, and won the scrambles in two hours and thirteen minutes on a 250cc Yamaha – six minutes ahead of Sasser who held first in the Open class. Boaz's versatility and consistency have rewarded him with the number one district plate.

Ketchum Catches 'Em

During the fourth, fifth and sixth laps Dawson and Miller were having a hectic dice, continually swapping third and fourth places. Meanwhile, Ketchum (Hus) was moving up from seventh to fifth place, then fourth on lap six when he passed Dawson, with Miller charging on.

Then it happened. Coming down into the wash for the run to the wire Miller took a bad spill and did not continue. Ketchum then finished third overall.

(Results on page 16)

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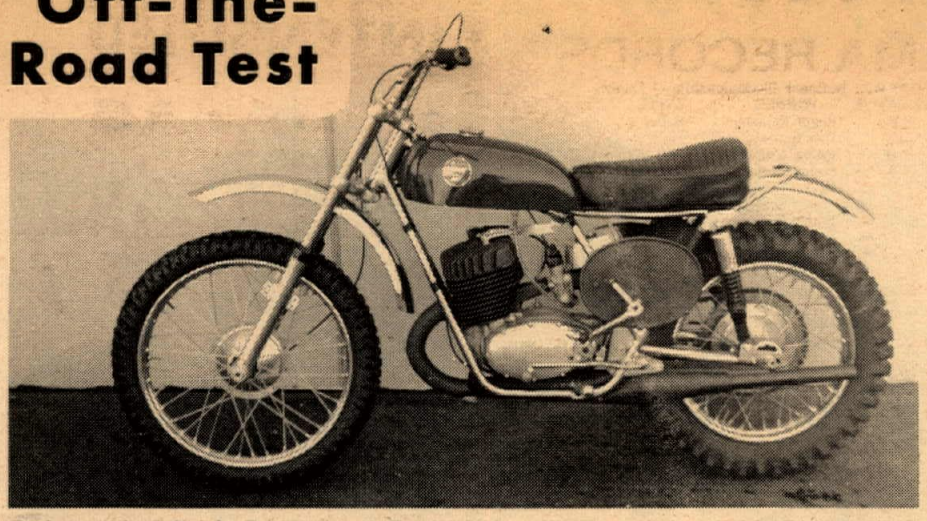


Engineered by Britain's Fred Hadley & Frank Hipkin, with an assist from U.S.'s Fred Moxley & Bill Wall, the new 405 Eagle is ready to wail.

10-Port Eagle 405cc

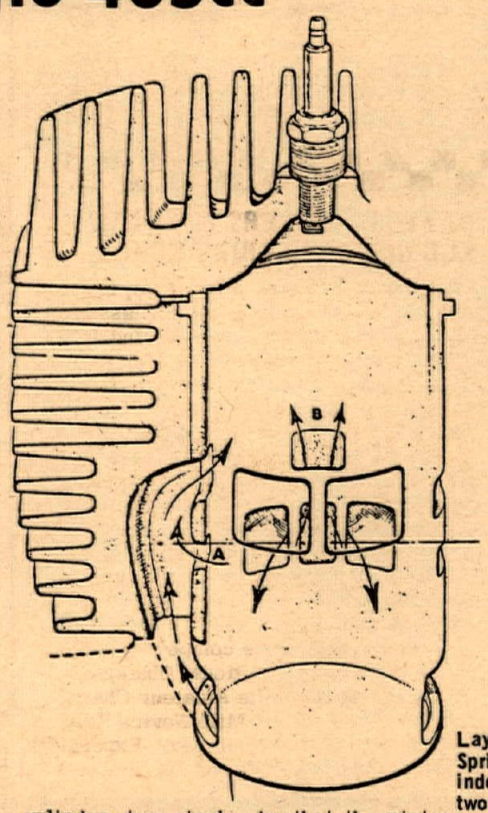
A joint effort between the American Eagle Company and a pair of British engineers has produced a new motorcycle that just may devastate the motocross and desert opposition. Called the Eagle 405 M-X, the bike is a single cylinder 2-stroke with 84 x 72 mm bore and stroke. It has 10 ports, although actually the cylinder liner contains 12 windows, the lower pair serving as part of the crankcase-to-transfer passage system.

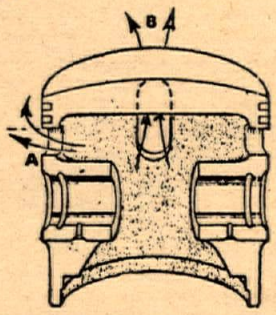
Other ports comprise a pair of inlets (served by a Y-shaped carburetor manifold), an unusually wide, split exhaust port with central bridge, and a main transfer port at each side.

Between the two inlet openings are two smaller ports, one above the other; the lower one marries with an elongated slot in the piston wall. Similarly, two smaller ports below the main transfer ports connect with windows just above the piston wrist-pin bosses.

Explains Fred Hadley: "The difficulty in designing a large-capacity single-cylinder two-stroke is that the piston becomes an upside-down bucket in which, on the down-stroke, a considerable quantity of mixture becomes trapped.

"In the new engine, the passages through the piston wall (A) allow the trapped gas to escape through the matching ports in the cylinder into the main transfer passages – and at the same time, this gas passes across the underside of the piston crown and has a cooling-effect. The elongated slot (B) on the face of the piston nearest the inlets, permits more trapped gas to bypass the top of the piston and discharge straight into the cylinder above the crown.





Layout of the auxiliary transfer ports in the 405cc Sprite engine. Passage B discharges into the cylinder opposite the split exhaust port while the two ports A feed into the main transfers.

"In all, the two main and three auxiliary transfer ports provide an increase in transfer area of around 50 per cent, compared with the three-sixty."

At 9.6 to 1 compression ratio, it reaches peak power at 6,000 rpm, with no noticeable drop-off to 7,000 rpm. Accurate power output is unknown.

Riding the Eagle 405, as we had a chance to do last week, produced a variety of impressions. The test bike was equipped with a 58-tooth rear and 12 tooth countershaft sprocket – too low for our taste. This caused the front to come up more suddenly than we would have wished, but other than that, the handling was excellent. The Eagle responds well to body English and the frame/fork/shock combination is equal to the best available.

Power comes on steadily through the low rpm ranges until, we would guess, about 5000, then the real fun begins and we found our racing skills were better suited to journalism.

So we asked our friendly neighborhood champion racer to wring out the Eagle in full flight, and he kindly obliged. He found that the front end was not so inclined to take wing at higher speeds and he substantiated our earlier impressions with the guess that it would be among the fastest, best handling scooters on any racer's list.

And since the Eagle will be priced a couple of hundred dollars less than some of the imported jobs, it should find its share of customers.

Briefly, other specifications include Amal 34 mm carb., cable rear brake, conical hubs, 21" front, 18" rear wheel, 2-gal tank standard, but bigger one on its way, 6-1/2" travel forks, girling dampers.

1969 CYCLE'S RACING ANNUAL PUBLISHED

NEW YORK – The second edition of "Cycle's Racing Annual" (Ziff-Davis, $1.35), the only periodical devoted in its entirety to motorcycle racing, is now on newsstands.

The publication contains racing motorcycles, technical data and price. Articles cover subjects ranging from the major racing events to cyclists themselves, edited by the staff of "Cycle" magazine.

Other features include a guide to speed equipment and a section on non-national competition.

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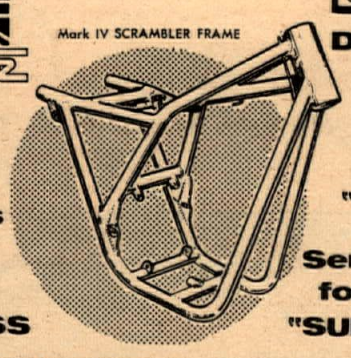

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VIEW FINDERS 19 *Grand Prix* 69 March 29 & 30

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DAYTONA BEACH, FLA.....Any seasoned motorcycle racing fan will tell you that when a hundred of the fastest factory-backed racing bikes in existence howl into Daytona's first turn – on lap one of the "Daytona 200" – there's just no greater show on earth.

Anywhere!

And a sneak preview of the star-studded cast of experts slated for the March 16 running of AMA's premier national championship road race at Daytona International Speedway suggests that this year's "show" will be a double-dose of the same.

For 27 years the rugged "Daytona 200" has provided a climactic finale for the Daytona Classics – a week-long speedfest sanctioned by the American Motorcycle Association.

Three previous winners of the nation's longest and richest two-wheel racing event headline a list of entries that read like the "Who's Who" of bikedom.

Last year's winner Clvin Rayborn of San Diego, Calif., returns with his immaculately prepared Harley-Davidson to battle Triumph's 1967 winner Gary Nixon of Baltimore, Md., and master-veteran Roger Reiman of Kewanee, Ill., who pushed his H-D to victory in 1961, 1964 and 1965.

Coming Next 2 Issues Daytona Speed Week

Rayborn, considered one of the world's finest road racers, blazed to a new record speed of 101.290 miles per hour around Daytona's 3.81-mile road-track course – and lapped the entire field enroute to victory last year. He finished third in AMA final standing in 1968, winning all the club's major road races.

Nixon, who won his second consecutive AMA national crown last season, was the star of the 1967 Daytona Classics, winning both the 100-miler for 250cc machines and the big "200" Road Race.

Team-mates to Rayborn on the amazing Harley will be Fred Nix of Franklinsville, Wis., and Dan Haaby of Orangevale, Calif.

Nix was runner-up to his Triumph-mounted foe Nixon for the national championship last year following a season-long duel that wasn't decided until the final race. Only nine points separated the pair after 23 events.

Carrying Yamaha's hopes into the fray will be Canadian ace Yvon Duhamel of Montreal. An excellent road racer, Duhamel was second in last year's "200" and captured the 100-miler on his 250cc Yamaha. It was the fourth straight year that the phenomenal Japanese machine had won the 250cc class competition at Daytona.

Art Baumann and Ronald Grant, both of Bribane, Calif., posted third and fifth place finishes respectively for Suzuki last year in the 200-miler, and they'll be back again with hopes of carting off a first-ever win for their manufacturer.

Two more top riders who have signed in the Triumph column are Chuck Palmgren of Baltimore, Md. – ninth place finisher in AMA national point standings, and Skip Van Leeuwen of Hollywood, Calif., who completed the 1968 season in eleventh place.

Competition certainly won't be lacking in Saturday's 100-mile, 250cc class event for experts and amateurs, because many "200" favorites have signed for this event also.

Duhamel (Yamaha), Nixon (Yamaha), Baumann (Kawasaki), Grant (Suzuki), and Van Leeuwen (Yamaha) will all see duty in the 100-miler.

Other top expert contenders in Saturday's race will be Walt Fulton III of Hacienda Heights, Calif., on a Kawasaki and Ronnie Rall of Mansfield, Ohio on a Honda.

Fulton finished 12th in national point standings in 1968, and Rall was AMA's five-mile dirt track champ last season.

The week's schedule at Daytona will include sportsman races at the Speedway on Wednesday, the 100-mile amateur race on Friday, the 76-mile novice race and 100-mile, 250cc class race on Saturday and the 200-miler for experts at 2:00 p.m. on Sunday.

Three nights of the world's most exciting short track racing have been scheduled for Memorial Stadium in Daytona Beach for Wednesday, Friday and Saturday. All will be displayed pictorially in Cycle News next week.

AMA RECORDS

200-Mile National Championship — Experts

YEAR	COURSE	WINNER	CYCLE	AVG. SPEED
1961	2 M.	Roger Reiman	H.D.	69.25
1962	2 M.	Don Burnett	Tri.	71.981
1963	2 M.	Ralph White	H.D.	77.678
1964	3.81 M.	Roger Reiman	H.D.	94.833
1965(*)	3.81 M.	Roger Reiman	H.D.	90.041
(*)Race staged in rain.				
1966	3.81 M.	Buddy Elmore	Triumph	96.582
1967	3.81 M.	Gary Nixon	Triumph	98.227
1968	3.81 M.	Calvin Rayborn	H.D.	101.290

100-Mile Amateur Championship

YEAR	COURSE	WINNER	CYCLE	AVG. SPEED
1961	2 M.	Jody Nicholas	BSA	69.76
1962	2 M.	George Montgomery	BSA	68.601
1963	2 M.	Buddy Stubbs	H.D.	73.224
1964	3.81 M.	Kenneth Hayes	Norton	90.908
1965	3.81 M.	Wayne Cook	H.D.	92.430
1966	3.81 M.	Kenneth Ridder	H.D.	91.350
1967	3.81 M.	Walter Fulton	H.D.	94.010
1968	3.81 M.	Bill Lyons	Honda	94.140

100-Mile 250cc Class Race

YEAR	COURSE	WINNER	CYCLE	AVG. SPEED
1963	2 M.	Richard Hammer	H.D.	71.490
1964	3.81 M.	Richard Hammer	H.D.	88.455
1965	3.81 M.	Dick Mann	Yamaha	91.606
1966	3.81 M.	Robert Winters	Yamaha	91.876
1967	3.81 M.	Gary Nixon	Yamaha	94.094
1968(*)	3.81 M.	Yvon DuHamel	Yamaha	96.253
(*)Race halted after 57.15 miles due to heavy rain and high winds.				

76-Mile Novice Race

YEAR	COURSE	WINNER	CYCLE	AVG. SPEED
1962	2 M.	Howard Utley	BSA	67.869
1963	2 M.	Edward Morarf	BSA	72.927
1964	3.81 M.	James Faulkerson	Yamaha	87.355
1965	3.81 M.	Sonny Gager	Honda	85.008
1966	3.81 M.	Walter Fulton	Suzuki	89.122
1967	3.81 M.	Kenny Stephens	Yamaha	88.868
1968	3.81 M.	Don Hollingsworth	H.D.	92.982

DAYTONA WINNERS TO SHARE KLG-NISONGER PRIZE MONEY

British KLG spark plug users, in the 1969 Daytona Motorcycle Speed Classics, scheduled for March 14th, 15th and 16th will be rewarded with contingency prize money from KLG-Nisonger totalling $1400. it was announced today.

Earl G. Nisonger, President of the Nisonger Corporation, of New Rochelle, N.Y. and Los Angeles, Cal. importers and distributors of KLG spark plugs and Smiths instruments and motor accessories, is continuing a 20-year program of supporting the sport of motorcycle competition.

The KLG-Nisonger cash awards will be given to motorcycle competition riders in the 200 Mile National Championship race, the 100 Mile Amateur Championship event, the 76 Mile Novice Race and the 100 Mile "combined" Expert-Amateur Race, contingent on the use of KLG spark plugs.

The Nisonger Corp. will maintain headquarters at the Daytona Speedway, make KLG plugs available to riders and offer technical assistance from March 10th through the 16th.

FLOYD EMDE By Bill Harmer

For former Daytona winner, FLOYD EMDE, motorcycles and motorcycle racing have been the dominate factor in his life as far back as he can remember. Floyd's father, after racing bikes about the country for several years, opened an Indian agency in El Centro, Calif. in 1913. Floyd grew up in a cycle shop and naturally carried on in the racing game which climaxed with his winning the Daytona race in 1948 on an Indian.

With his Daytona winnings, Floyd opened an Indian Agency in National City, Calif. in May, 1948. The agency is still the "main store" of Floyd's ever-increasing chain of dealerships in San Diego County.

Floyd has remained active in racing as advisor and tuner to his three racing sons. His oldest son, Robert, no longer races but manages one of the stores in San Diego. No. 2 son Don is now 18 years old and is one of the more promising young road racers in the area. Last year as a novice he led going away at Daytona until a mag wire broke and retired him. This year as a novice he will be on a new mount and will be a rider to watch. No. 3 son, David is 12 and is just starting out in the 100cc class but he is already an accomplished rider and with his dad's tutoring should come along fast.

As a proud papa, Floyd was more inclined to talk of his sons' careers than his own. However he did divulge that the bike he won the '48 Daytona with was a hand shift model, and he led the entire race from start to flag fall. Including his father, two brothers and three sons, three generations of Emdes have been in constant competition on motorcycles throughout the country for more than 60 years.

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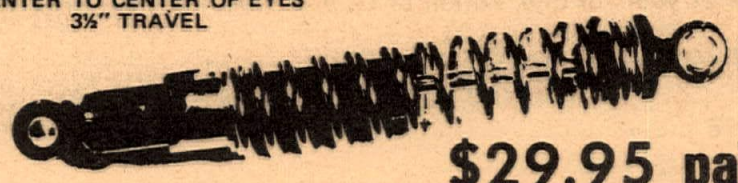

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Desert bike, 26mm carburetor, straight cut gears, Turner pipe, full porting, 5 port, dykes piston, 1/8" stroker, Mitchell head, stuffed crank, 350x17 tires, rake plate, rear Cerianis, extended front forks, compression release. Sacrifice $400.00 firm. (213) 925-7261. (Call after 7 p.m.)

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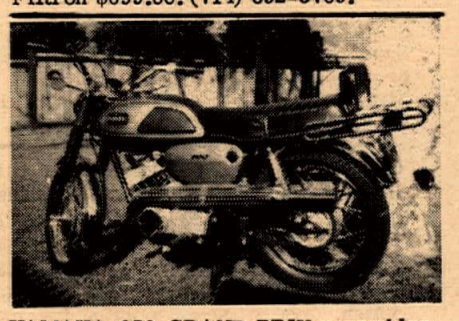

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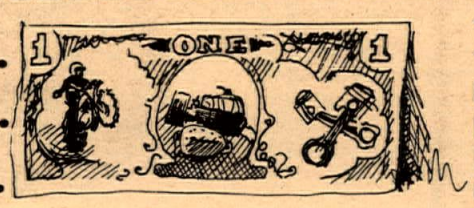

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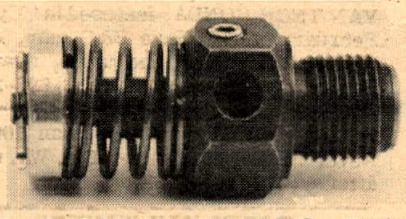

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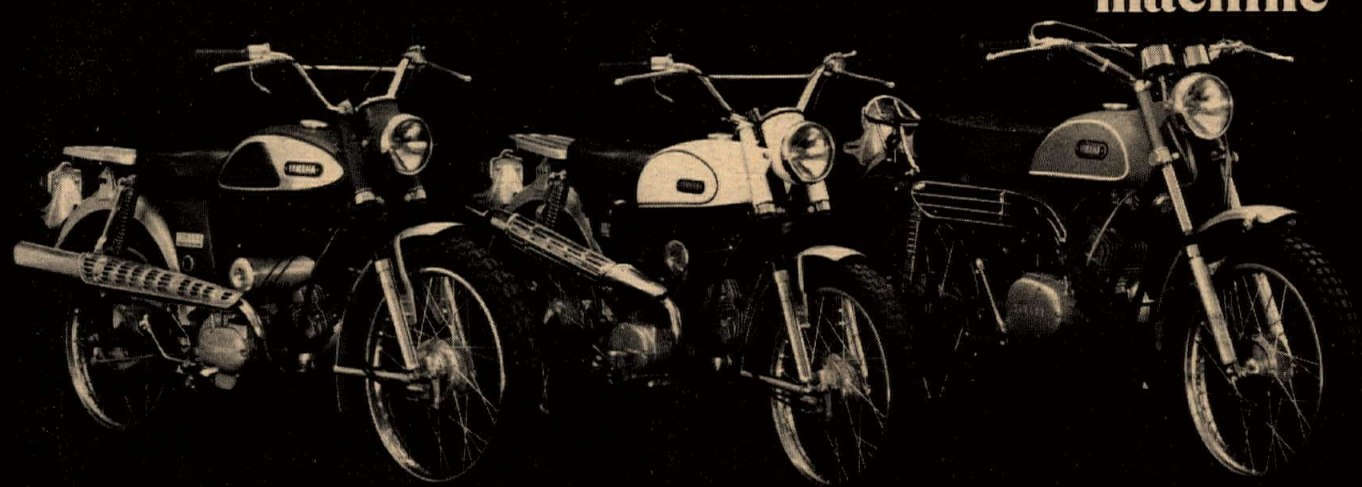
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